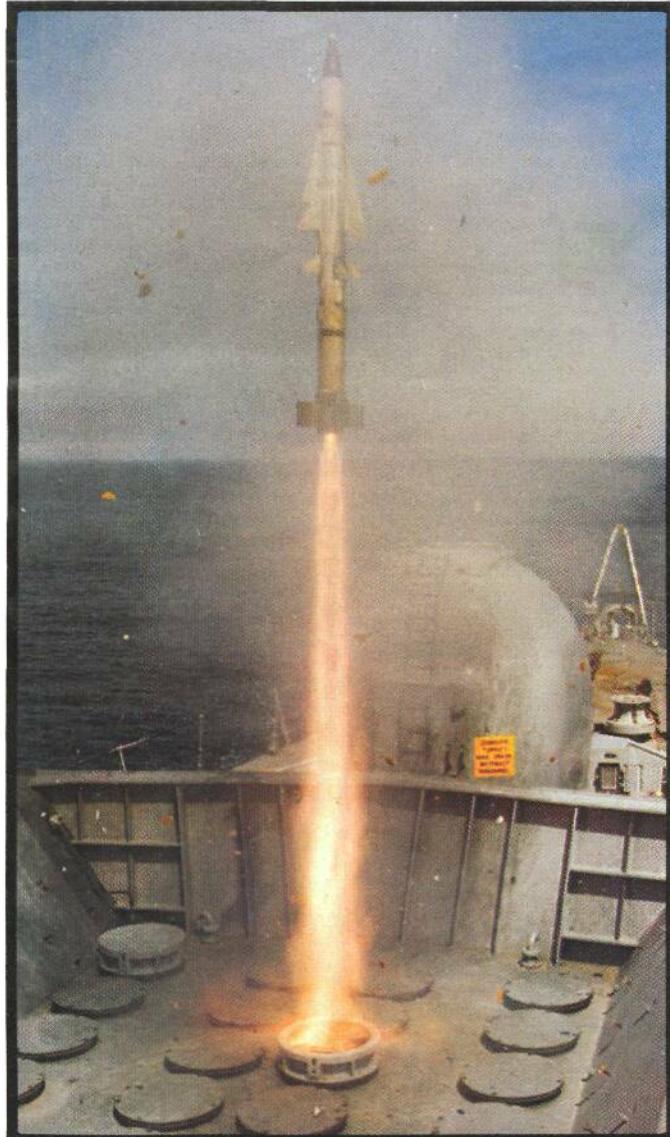


## Straight up!

THE first firing of the Vertical Launch Seawolf missile system using a live warhead has been carried out from HMS Norfolk in Cardigan Bay. Its target, a small radio-controlled model aircraft, was successfully engaged.

Vertical Launch Seawolf, fired from deck-mounted silos, is a rapid reaction close area defence system against missiles and aircraft. It is planned to be fitted to all Type 23 frigates and the new auxiliary oiler replenishment vessels of the RFA by the mid-1990s.

● A missile leaves its silo in this dramatic shot as the weapon is fired from HMS Norfolk.



## Russian roulette

EVENTS in Russia led to a halt in plans for HMS London to make a commemorative visit to Murmansk to mark the 50th anniversary of the first Arctic Convoy.

Together with RFA Tide-spring, the Type 22 frigate had a role in what were to have been the first RN/Soviet exercises since the Second World War, with veterans from several nations invited to watch and attend ceremonies in North Russia.

Whether the voyage and exercises would be revived following the collapse of the coup in the Soviet Union was not known at time of going to press.

● Right — the Kirov Class cruiser Kalinin was earlier photographed in the North Sea, in company with HMS Brazen (see also page 8).



## Job losses may be low, but — NO OPTION FOR SOME?

DESPITE use of normal manpower planning controls to meet the Navy's new lower strength target of about 55,000 by the mid-1990s, the significant change in requirement from 62,500 — and speed of implementation — are likely to result in some officer and rating categories becoming overborne.

### Still top value

UNLIKE almost anything else you can name, your 20p-a-month Navy News has operated a price freeze for the last five-and-a-half years.

Now a series of rising costs have caught up with us and from October the price has to go to 30p — still comparing favourably with large numbers of newspapers and other publications.

The paper will, of course, continue to be packed with news, pictures and features. And it will, we are sure readers will agree, remain outstanding value and essential reading for everyone serving in, or associated with, the Royal Navy.

In redundancy measures which may be needed to correct this, total numbers are not expected to exceed 600. This will be achieved largely, it is hoped, by voluntary redundancy during the period late 1992-94, although some compulsory redundancies may be necessary to complete the programme.

Reductions would have been higher but for the number of people who left the Service in 1990. This has helped eliminate the need for radical changes and large-scale redundancies.

The position on future manpower was outlined in a signal to the Fleet from the Second Sea Lord.

Those affected by the redundancy programme would be mainly senior personnel, both officers and ratings. Factors which determine branch structures are being carefully managed to ensure that promotion prospects and career progression are being maintained for the majority.

In the case of ratings, recruiting targets have been adjusted to reflect the change in requirement, but this has not altered entry numbers for those in shortage categories. Second Open Engagement quotas have been reduced by 12 per cent and Extended Service engagements will be shortened. There has been a reduction of about 10 per cent in authorised numbers for promotion to WO/CPO.

In the case of officers, recruiting targets, inter-list transfers and extraction rates have been adjusted and the opportunities for extensions of service and acting higher rank will be limited.

● Turn to back page

### 20 per cent cut for RNR

CURRENT strength of the Royal Naval Reserve of 5,900 is to be reduced by 1,200 as a result of detailed consideration of unit and branch structure. The Royal Naval Auxiliary Service is to reduce from 2,850 by 150.

Key roles of the volunteer reserves will remain unchanged, said Armed Forces Minister Mr. Archie Hamilton.

### Streamlined

The aim of a tri-service study team which will examine the mix of regular and reserve forces will be "to develop a defence-wide manpower structure for the period 1995 onwards matched to forecast tasks, reduced readiness requirements and extended warning and preparation time."

"This will provide a foundation to develop more streamlined naval reserves capable of meeting their future objectives in a cost-effective manner."

### Broad view on Us

TECHNICAL problems involving first-of-class diesel electric submarine HMS Upholder featured in a report from the Commons Select Defence Committee, which commented on delays involved and responsibilities.

But the MPs also said that the Upholder boats were likely to "prove to be excellent submarines" and suggested it might be economic to procure two follow-on boats in addition to the four now planned.

See feature "Holding Up" — centre pages.

# Group Zulu trio

## takes over

### 2000 down

CELEBRATING 2,000 deck landings with one type of aircraft is Lieut.-Cdr. Andy Edney pictured below receiving a bottle of champagne from the Coventry's commanding officer Capt. Roger Lane-Nott.

Having begun his flying training back in 1981 Lieut.-Cdr. Edney has flown only Lynx aircraft since 1982.

He has served in HM ships Newcastle, Minerva, Danae and now Coventry where his 2,000th deck landing took place.



ON passage to their six-month Armilla deployment the ships of Group Zulu — Coventry, Glasgow and Scylla — enjoyed a busy period of visits in the Mediterranean before arriving in the Gulf.

On arrival in Port Said for transit south through the Suez Canal the ships' companies of the Coventry and Scylla conducted a tour of the Pyramids at Gaza, rejoining their ship at Port Suez at the southern end of the Canal.

A quiet transit through the Red and Arabian Seas was then followed by Group handovers in Dubai and Jebel Ali with the Senior Naval Office Middle East, Commodore Peter Cowling, transferring from HMS Brave to HMS Coventry.

After local port visits to Abu Dhabi and Bahrain the Coventry sailed to Kuwait anchoring in front of the city's famous twin water towers.

The after effects of the war were still much in evidence with smog and smoke at times reducing visibility down to a few yards.

While in the Gulf the ships of Group Zulu took part in a successful joint naval exercise with the United Arab Emirates (UAE) Navy, with Royal Marines demonstrating an impressive set of roped drills onto two UAE patrol boats.

Taking advantage of the many American ships still operating in the area an exchange of personnel took place

The Type 22 frigate HMS Coventry, the Group Senior ship, under the command of Capt. Roger Lane-Nott, now Senior Naval Officer Middle East.

between the Coventry and the nuclear-powered aircraft carrier Nimitz and, apart from professional interests, the exchange of English beer for "Nimitz" burgers was most appreciated!

Along with 24 other warships from America, Japan, Germany, France, Italy, Belgium and Kuwait, HMS Coventry visited Bahrain providing an international flavour for the American Independence celebrations on July 4.

HMS Scylla also visited Dubai, Jebel Ali, Bahrain and Abu Dhabi in between conducting routine patrols in the Gulf of Oman and the Arabian Gulf while HMS Glasgow operated out of local waters with short visits to Colombo and Penang followed by a two-week maintenance period in Singapore.

Both the Coventry and the Scylla went on to take part in GULFEX III, a multi-national sea exercise conducted in the central Gulf along with ships from America, the Netherlands, France and Norway.

Last month Commodore Cowling returned to the UK, handing over the duties of SNOME to the commanding officer of HMS Coventry, Capt. Roger Lane-Nott.

HM ships Coventry, Glasgow and Scylla are due to return to the UK at the end of November.

**More Gulf news on page 8**

## Steady as she goes

EIGHT Royal Navy warships now have members of the WRNS serving on board and six more are expected to go over to mixed manning by the end of the year, including the carrier HMS Ark Royal. Another six ships are scheduled for conversion next year to accommodate women.

At present a total of about 300 WRNS members are serving afloat and it is expected that by the turn of the century half of those serving will be in warships.

But from the time of last year's policy announcement, it was soon apparent that not everyone agreed that women at

sea was a good idea. More recently, heavy national publicity has focused on one or two incidents, and letters have flowed into newspaper postbags. At the same time a range of unsubstantiated allegation and rumour has flourished, to the resentment of many in the Service, including Wrens who

simply want to get on with the job out of the spotlight.

Two of the ships which have found themselves in that spotlight have been HMS Invincible, which has more than 70 Wrens, and HMS Brilliant, the first ship to take a contingent of Wrens and which has just returned from Gulf service.

The Invincible's commanding officer (Capt. John Tolhurst) said the women had confounded critics with their enormous enthusiasm and professionalism.

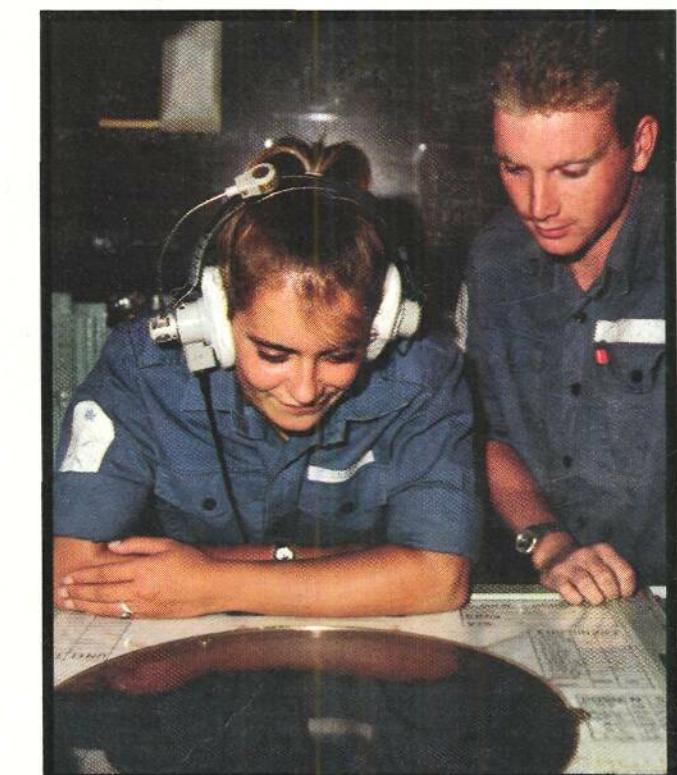
"Despite the unfamiliarity of their seagoing role they quickly and easily took over from their male counterparts, fitting into every aspect of shipboard life, both in operational and supporting tasks.

"They are pulling their weight alongside other members of my ship's company and have impressed me enormously during a taxing programme."

### Open mind

About 20 women volunteers started to serve in the Brilliant about ten months ago. Said Sub-Lieut. Alison Treharne: "We went on board with an open mind, which was an advantage as we took each situation as it came and adapted. It has turned out to be all I hoped for and more."

Sub-Lieut. Kath Green said: "The war brought a great sense of camaraderie. The men are happy to accept us as individ-



uals, providing we pull our weight."

CPO Christopher Leist described the women in his department as "loyal, dedicated and hardworking," while SA Gary Wiles said: "They have proved themselves and there has been a notable increase in morale since they joined."

Commanding officer Capt. Toby Elliott said their successful integration had come as no surprise. "They have shown the same resilience, readiness for adventure and combat and professionalism as the men they have been working alongside."

About 1,000 relatives of ship's company members turned out at Devonport for the homecoming of the Brilliant,

whose role during six-month's Gulf deployment included RFA protection and, after the ceasefire, overseeing the British-led mine clearance operation.

The ship learned during passage home that she had won four awards for warfare efficiency in competition with other warships of the surface flotilla. These are for electronic warfare, close range gunnery, and Sea Wolf and sonar efficiency.

The Brilliant has also led in preparing a book of photographs taken by naval personnel of the Gulf war, to be available for all members of the naval service and supporting personnel involved.



AND NOW for a weather report: Alas for Lieut. Liz Spencer (left), HMS Brilliant's meteorological oceanic forecaster, and LA(METOC) Dave Rowlands the best they could offer was a showery outlook but that did not dampen an enthusiastic welcome for the ship at Devonport after Gulf service. In the other picture, typifying integration of service, WRNS(R) Tanya Luffman works alongside AB(R) Steve Hanson on board.



## IN BRIEF

### Royal arena event

DURING a visit to HMS Dryad, Princess Anne unveiled a plaque to commemorate the 50th anniversary of the Royal Naval School of Maritime Operations before going on to the nearby Naval Riding Centre to open a new all-weather arena.

□ □ □

THE LOUNGE and bar area of HMS Sultan's Warrant Officers' and Senior Ratings Mess has been officially reopened after a facelift paid for with grants from the Sailors' Fund, Fleet Amenities Fund, Mess funds and a loan from Gibbs Brewery.

□ □ □

THE ROYAL Navy Supply School were hosts to five members of staff and 13 midshipmen from the Ecole du Commissariat in Toulon who visited them at HMS Raleigh to compare training methods.

□ □ □

FORMER Page Three Girl Linda Lusardi pulled the first pint at the opening of the new £3m NAAFI club for junior ratings at RNAS Yeovilton, when she was star guest at a disco featuring the pop group Showaddywaddy.

□ □ □

DIVERS from HMS Kellington checked out damage to the fishing vessel Charmaine after a Second World War mine was caught in her nets and exploded off the Sussex coast.

□ □ □

TWENTY-NINE youngsters aged 15 to 17 put in a week's work experience at Rosyth, in HMS Cochrane, the Fleet Engineering Centre, the Leander Refit Group, and the Submarine Refit Group.

□ □ □

DURING the annual service organised by the National Florence Nightingale Committee in Westminster Abbey, the Book of Remembrance for service and civilian nurses who lost their lives in war was carried to the altar by Superintending Nursing Officer Una Winfield, escorted by a Matron-in-Chief from each of the three services.

## Roadshow dates

EMBARKING on its autumn tour shortly will be the Royal Navy Presentation Team, under the command of Capt. Richard Phillips, who also leads the first team. The second will be led by Cdr. Chris Clayton.

Presentations, given to the public on behalf of the Admiralty Board, aim to explain the need for maritime forces, the roles and composition of the Royal Navy, and to encourage debate on defence issues and, more specifically, maritime affairs.

For the civic programme the evening begins with a drinks reception, followed by a 45-minute talk with film and slides. Afterwards there is time for questions and discussion.

The autumn programme is:  
**September:** Wed. 25, Newark; Thurs. 26, Leicester and Wellingborough.  
**October:** Tues. 1, Cleethorpes; Wed. 2, Lincoln and Matlock; Thurs. 3, Wakefield; Tues. 15, Thrus. 17, Oban and Portree; Mon. 21, Forfar; Wed. 23, St Andrews; Thurs. 24, Kelso.  
**November:** Tues. 4, Newcastle; Wed. 5, Langbaugh; Thurs. 6, Bradford; Tues. 12, Consett; Thurs. 14, Huddersfield; Wed. 27, Bury St Edmunds.  
**December:** Mon. 2, Great Yarmouth; Wed. 4, Dartford; Thurs. 5, Canterbury and Clacton; Tues. 10, Braintree.

Requests for further details and tickets should be addressed to: Team Staff Officer, Royal Navy Presentation Team, Room 2120, St Christopher House, Southwark Street, London, SE1 0TD. Tel: 071-921-2056. Fax: 071-921-1356.

## OYEZ! OYEZ! OYEZ!

THAT name rings a bell... HMS Southampton's senior officer, Cdr. Tony Dyer, thought the alarm had sounded when the Type 42 destroyer arrived back at her home port after extensive repairs and refitting on the Tyne.

But it was the traditional call of the City of Southampton's Town Crier Jack Hibbert that brought him to the fo'c'sle, where the good

news of the ship's happy return was being announced in proper style.

Unfortunately the sound of Jack's handbell has a limited a-peal at close range...

HMS Southampton, badly damaged in a collision with a tanker in the Middle East in 1988, will spend the rest of the year at Portsmouth completing her Sea Dart project. She is due to rejoin the Fleet in May.

Picture: LA(Phot) Andrew Pratt.

# WAFUs on form in the air

A QUARTET of aviation awards were presented at the naval air station at Portland by Rear Admiral Colin Cooke-Priest, Flag Officer Naval Aviation.

Two of the awards were for flight safety. The first — the Bambara Trophy — was received by the Captain of HMS Osprey, Capt. Alastair Ross for the air station's commendably low rate of incidents achieved at a time of tremendous upheaval particularly during Operation Granby.

The second was presented to CAAE Mike Ostridge, Senior Maintenance rating of 815 Squadron, who accepted the Flight Safety Shield on behalf of his squadron which had the best safety record for the year.

For their "professionalism, enthusiasm and stamina on task with an operation in the Northern Atlantic" HMS Sheffield Flight won the Boyd Trophy, awarded for the finest feat of naval aviation during the year, and accepted on behalf of the Flight by Lieut. Mark Roberts.

Successful trials on the

Demon camera, used as a mine countermeasures aid for Lynx

### Ta-ta the Otter

AFTER a 30-year career with the Royal Navy, and sailing almost a million miles, the submarine HMS Otter has returned to her base at HMS Dolphin for the last time, with her decommissioning pennant flying and a Scottish pipe band to mark the event.

Recently deployed in the South Atlantic, she visited Chile, Panama and the East coast of America.

and Sea King helicopters, led to the award of the Robert Sandison Trophy, for the most valuable contribution to the development of weapons, weapon tactics or methods of delivery, to Lieut. Simon Kings of 829 Naval Air Squadron.

Flight safety shields for 1990 have also been awarded to RNAS Culdrose, 849 Squadron A Flight, 815 NAS, 707 NAS and FRADU.

### — and on the ground

THE FLEET Air Arm Field Gun Crew proved it was quicker by air once again in the annual Royal Tournament Competition, remaining unbeaten throughout the whole of the event to win the Inter-Port Challenge Cup with 30 points out of a possible total of 32.

Other cups swept up by the WAFUs were the Aggregate Time Challenge Cup (45 mins 29.76 secs) and the Fastest Time Cup (44.66 secs), with the Air B Team collecting the Copenhagen Cup as winners of the B Team Competition.

Just one trophy eluded them — the Sunday Express Trophy for the team with the lowest number of penalty points, which the Devonport team collected, so last year's clean sweep of all five cups by the Fleet Air Arm was not quite repeated.

However, this year's running times were an improvement even on last year, the fastest being one second quicker and the aggregate beaten by 44 seconds.

Portsmouth can still console themselves that their 1984 record run of 2 minutes 40.6 seconds remains unbeaten.

• The triumphant Fleet Air Arm crews returning home to HMS Daedalus to the applause of the ship's company and salute by the Captain, Capt. Dick Langton, himself a former field gunner.



## GULF WAR IN OILS

open until November 27.

Taking part will be serving and retired members of the Forces, some of whom are now professional artists, so the event provides an opportunity for the less experienced to see their work in a major exhibition and to benefit from professional advice.

Patron of the society is the Prince of Wales.

Works for entry have to be received by November 9. For full details write to: Capt. Bill Blake, D Block, Duke of Yorks HQ, London SW3 4SE.

## Tall orders

AMONG the many starters under the gun when the Duke of York started the Cutty Sark Tall Ship's Race from the deck of HMY Britannia at Milford Haven, were the two Sail Training Association ships Sir Winston Churchill and Malcolm Miller.

For the Cork to Belfast leg, Sir Winston Churchill was chartered by the Belfast Education Authority, with a crew drawn from all sections of the community in Northern Ireland.

Malcolm Miller had an all-girl crew for the first leg, all boys on the second, and all girls again for the third, from Aberdeen to Delfzijl in the Netherlands.

As with all other voyages throughout the year, the places have been taken up by young members of the general public, as no qualifications or selection processing are required.

# Autumn, the season of ... Selection Boards



And a winter of discontent will doubtless follow with this lot . . . !

**NN** **Drafty** . . . on promotion **NN**

## DON'T SAY GOODBYE SAY HELLO.

If you're about to leave the Services the prospect of Civvy Street could be as daunting as it is exciting. After all, you've got to resettle, make new friends and generally take on a new life.

Why not say hello to the Royal British Legion. We can be a great help by providing a link with the past and a friendly social environment with sporting and recreational facilities for people with similar backgrounds to your own.

In fact, you don't have to wait until you leave the Forces to join because membership's open to you now. Either way your membership will ensure that we're always there to help ex-servicemen and women in need.

For details of membership or more information about the work of The Royal British Legion please send off the coupon.

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AT this time of year preparations are well underway for the annual Chief Petty Officer Selection Boards which span a six-week period from mid-September until the end of October. The foundation of these boards is the annual C2641 Selection Report raised on all Petty Officers (non Artificer), Medical Technicians 1st Class and Chief Communications Technicians on 30 June.

The Promotions Office will have received well over 4,500 reports since the end of June and a great deal of time and effort is expended to ensure that YOU, the individual being reported upon, is reported upon fairly, accurately and unambiguously. In essence, the Promotions Office, in the guise of the "honest broker", try to ensure that you get the best possible report, good or not so good.

### Errors

Rudimentary checks on the factual content of the C2641 (Sections 1-7, most of which may have already been partially completed by the Centurion computer) often reveal a surprising number of errors: DOs of WRNS Senior Rates who are convinced they are serving on LSR, LS2 or LS3 engagements despite the computer having correctly shown their engagements as nine years, 14 years or 22 years and incorrectly totalled merit points at Section Seven. Numerical discrepancies are normally limited to one or two marks but recently we had a 13-mark discrepancy! Section Four, duties on which employed, is often left entirely to the imagination of the reader or conversely is a blinding glimpse of the obvious, e.g. PTI, Cook etc.

The most important part of

the report is the written word in Sections Eight, Nine and 10 and it is here that we find most discrepancies. Quite often there is a mismatch between what the DO is saying, what the HOD is saying and what the Commanding Officer signs up to and the recommendation for promotion at Section Six. Too many reports lack "personality" and individuality and are characterised by what can only be described as "report speak" — standard phrases trotted out for the benefits of the Board rather than for the benefit of the man being reported upon. On the other side of the coin those reports that are drafted carefully and explicitly to make the most of a man's qualities stand out.

### Penetrating

Where Commanding Officers/Senior Officers make their own input to Section 10, as might be expected, the comments are often penetrating and are of great value in guiding the Boards to make the right selections. This is particularly so when a clear and unam-

biguous recommendation for promotion is given. The rather lukewarm phrase "I agree" or even "I entirely agree", tends not to carry the same weight.

Is curiosity a diminishing attribute amongst Reporting Officers?

### Unacceptable

The question is asked because it seems that many of them fail to realise that there are two sides to the C2641! It is by completion of Section 12, the Performance Interview, that we are assured that you have been informed of the content of the report. Insertion of the phrase "The rating has NOT been informed by me of the content of the report etc" will not be accepted except in the most extenuating circumstances. Non completion or incorrect completion of Section 12 ensures that the C2641 is returned for the necessary action. Section 11 is where you get your chance to exercise your options and requires your signature if you do not wish to be considered for further promotion or if you are not a volunteer for 20E.

### Accurate

All is not gloom and doom and with care and forethought prompted by some subjective observations by the Promotions Office the end product which is put before the Selection Board is an accurate pen picture of you, the way you undertake your professional duties, your attitude to Service life and your potential for the future.

### THE PROMOTIONS OFFICE TEAM

Promotions/Advancement Officer — Lieut.-Cdr. Maggie Robbins (Ext 2181)  
I/C Promotions & 20E Office — WOWTR Graham Webber (Ext 2383)  
I/C D6PA Section Non-Tech Ratings — POWTR John Grange (Ext 2458)  
D6PA1-S&S/Medical (GS & SM) — LWren WTR Debbie Smith (Ext 2458)  
D6PA2-Ops/Reg/Comms/OT (GS & SM) — LWren WTR Nicky Langworthy (Ext 2458)  
I/C D6PB Section Tech Ratings — POWren WTR Judith Jacques (Ext 2382)  
D6PB1-WE (GS&SM)/FAA — LWTR Bob Hardiman (Ext 2382)  
D6PB2-ME (GS & SM) — LWren WTR Jill Cooper (Ext 2382)

## and finally ...

There is a lighter side to the work of the Promotions Office and we would like to share with you some of those individual memorable remarks written in C2641s ... recognise anyone?

On a S&S PO — "I do not, however believe he is ready yet to be a chief amongst Petty Officers though I have no doubt as to his ability to achieve Commissioned rank".

And in the same vein,

"Not thought to be academically bright . . . Highly recommended for promotion to SD Officer".

On another S&S rating — "He moves quickly and decisively only when it is time to secure".

"A cheerful, chubby man with an appearance of being beyond his "sell by" date".

On a POCK — "He can be a trifle temperamental".



Wet as a scrubber, sir . . . Good officer material!



Well, you said he was a trifle temperamental, sir!

On a FAA rating — "He involves himself in Squadron events at all levels, particularly the Squadron Welfare Committee, although he does on occasions suffer from misguided enthusiasm and the Welfare Fund foots the bill".

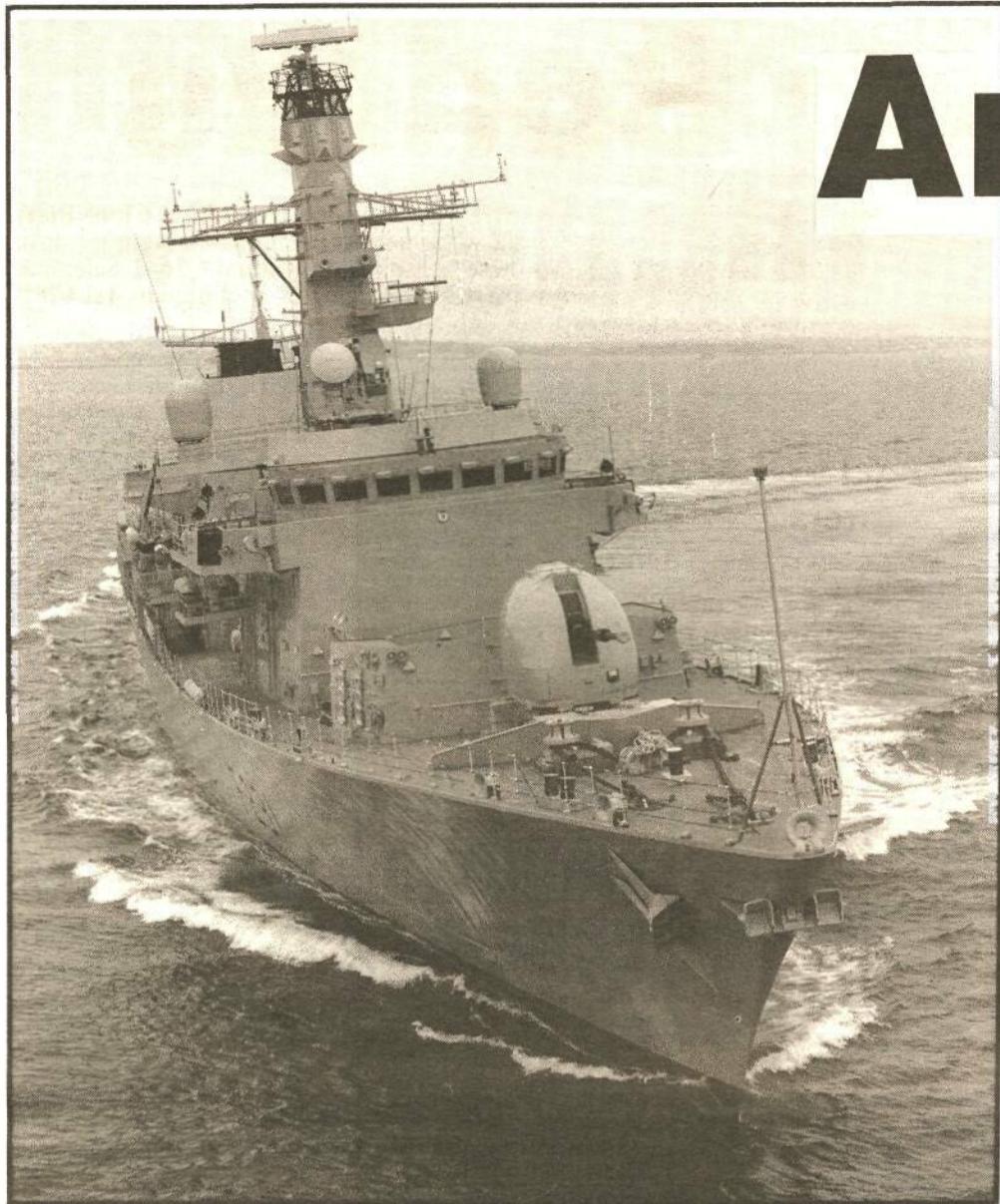
On a WRNS rating — "Her drive and commitment are exemplified by her involvement in sport, even though she is less than five feet in height".

On a submariner — "he is always to the fore when a volunteer is required . . . particularly for important, high profile, social occasions".

And finally on an Ops Branch PO — "His only significant failing is in his attitude to alcohol, where excessive drinking on occasions has let himself and the ship down and called into question his reliability . . . he has shown convincingly that he is ready for promotion NOW".

NN

NN



## FACTS AND FIGURES

Pennant number: F231 Displacement: 4,000 tonnes Length: 133m Beam: 15m Range: 12,000 miles at 12 knots Builder: Yarrow (Shipbuilders) Ltd, Glasgow Acceptance: 19.4.91 Main machinery: Four Paxman Valenta diesels of 1.3 MW each, driving two dc motors; two Rolls-Royce Spey gas turbines for boost. Armament: Guided Weapon System 26 Seawolf; GWS 60 Harpoon; two single 30mm guns; 4.5 Mk 8 gun; MTLS (a close-range, anti-submarine torpedo weapon system, utilising the Stingray torpedo); EH101 Merlin helicopter Sensors: Radar 996, 1007; Sonar 2031, 2050; UAF EW and GPEOD gun guidance.

## Red carpet for Jutland 'boy'

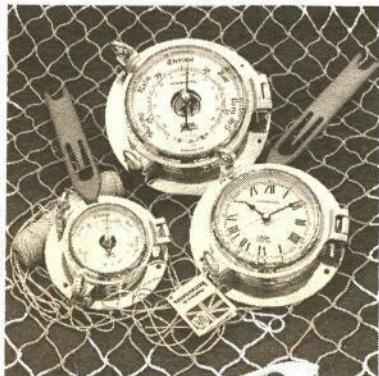


AS A 90th birthday surprise, Mr Wynne Thomas of Warwickshire was invited on board HMS Argyll, where he could see just how much ships have changed in the six decades since he left the Royal Navy.

Mr Thomas joined as a boy seaman and by the time he was 16 had crossed the Atlantic three times in destroyers. During the First World War he served in HMS Warspite at the Battle of Jutland and also in the aircraft carrier, HMS Eagle. He had risen to Chief Petty Officer Engine Room Artificer by the time he left the Service.

He is pictured receiving souvenirs of his visit from Cdr. John Bray, the Argyll's commanding officer. Mid. Iain Lovatt looks on.

12 MONTH GUARANTEE



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BUILT IN UK

# Argyll socks it to 'em...

ACCEPTED into service on April 19 this year from Yarrow (Shipbuilders) Ltd, HMS Argyll is the third and latest of the Type 23 Duke class frigates.

With her super quiet diesel electric propulsion, optimised for submarine detection, her gas turbines to sprint, minimal radar signature and state of the art weapons and sensors, the Argyll represents the very latest in naval technology.

Her ship's company is small — 16 officers, 57 senior ratings and 111 junior ratings in a ship of just over 4,000 tonnes. In other words, nearly 100 men fewer in a ship more than a third larger than a Leander.

Each one has a part to play, be it controlling the ship from the SCC, manning the highly complex displays in the operations and sound rooms, or ensuring everyone is fed to a very high standard. The lower number of men benefits accommodation standards, allowing separate sleeping areas and recreation spaces in junior rates' messes and cabins for senior rates.

### Modular

HMS Argyll was constructed using modern modular techniques and was launched with much of the main machinery, pipework and trunking in place. Once afloat, her mechanical systems were set to work and her weapons and sensors installed.

Leading up to and following acceptance, activity has concentrated on setting up the weapons systems and on harbour and sea acceptance trials.

These trials have been very successful and a recent foray out to the Porcupine Bight for towed array work gained very positive results.

A golden boar's head decorates the badge of HMS Argyll as it does the family crest of the Dukes of Argyll. Sprigs of bog myrtle and fir clubmoss also adorn the badge. These are the plant badges of the Clan Campbell of Lochow (or Argyll), of which the Duke of Argyll is Chief.



The present HMS Argyll, which inherits the battle honour Passero 1718, has the following affiliations: Argyll Group plc, Argyll and Sutherland Highlanders, Argyll and Bute District Council, TS Seagate (Irvine SCC unit), Dollar Academy Perth and High School of Glasgow.

ship has her operational date material assessment just before Easter. Once operational she will be ready to take her place in the forefront of the Fleet and remain there well into the 21st century.

### Scapa Flow

HMS Argyll is the third Royal Navy ship to bear the name. The first, commissioned in 1715, was launched as a 50-gun fourth rate frigate with the name Bonadventure four years earlier. She was sunk in 1748 as a breakwater at Harwich.

Second vessel of the name was a 10,500-ton armoured cruiser launched at Greenock in 1906. At the outbreak of war she was part of the Grand Fleet at Scapa Flow and continued to patrol the coast of north-east Scotland. She was lost in October 1915 when she ran aground on the Bell Rock whose light had been extinguished by order of the Admiralty. A superb model of the ship may be seen in the Glasgow Transport Museum.

Left: HMS Argyll, latest of the Type 23 Duke class frigates, conducts trials on the Rona noise range off the west coast of Scotland.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

The ship will sail from Devonport in the early autumn to continue with her Part Four trials programme, going first to the Hebrides range for Harpoon missile firings, followed by noise ranging on the west coast of Scotland.

Warm weather trials will take place in the new year and the



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# A Sandwich packed with filling . . .

## Weighty matters

WHEN Rear Admiral Douglas Dow, Director General Naval Personal Services, was visiting HMS Cochrane he accepted the invitation to open the new weight training room, taking the opportunity to check out the equipment personally.

The £24,000 cost of the new physical training facility has come from the Sailors Fund, Fleet Amenities Fund, HMS Cochrane's own welfare fund and the Voluntary Sports Subscription.

Photo shows Admiral Dow, with support from, left to right, CPOPT Brian Rogers, Capt. John Perryman, Cdr. Rory Laird, LPTs Ross Groves and Tony Partridge.

## Six go on Spanish Safari

SIX minesweepers of the Tenth Mine Countermeasures Squadron of the Royal Naval Reserve were among over 140 NATO units taking part in this year's Exercise "Ocean Safari". HMS Ribble the flagship, under the command of Cdr. Alan Padwick, led her five sister ships, Spey, Carron, Itchen, Helford and Orwell, all River-class MCMVs, in the Exercise with Spanish and French ships off the coast of Spain, followed by visits to the ports of Cadiz and Vigo.

Of the 216 men embarked on the six ships, 200 were reservists, carrying out their annual sea-going training. Whilst at Cadiz 120 of them flew in to take over and relieve those whose fifteen days were up.

## MIKE PLANS A GIANT LEAP

Former clearance diver Mike Martin, paralysed after he broke his neck water skiing in France in 1989, still has nerves of steel.

He will be making a sponsored parachute jump at Cranfield Airfield in Bedfordshire some time later this month — weather permitting — in aid of the British Ex-Servicemen's Wheelchair Association.

Mike is currently undergoing employment training in information technology. Call him on 0329 284607 for further details.

### Starling success

HONG Kong-based patrol craft HMS Starling had the top score in the Far East Gunnery competition, with best results in GSA7 Ottomelara 76mm., machine gun and small arms firings.

## Two to tango in Ecuador

THE former HMS Danae was handed over to the Ecuadorian Navy at a ceremony at Plymouth and is now renamed the Moran Valverde, after an Ecuadorian naval hero.

She will serve alongside the former HMS Penelope, which had earlier become the President Eloy Alfaro.

The National Maritime Museum has acquired its most expensive archive — the papers of the Earl of Sandwich, purchased with the help of £430,000 from the National Heritage Memorial Fund.

The grant is one of the biggest ever given by the fund for an archive. Friends of the National Libraries also contributed.

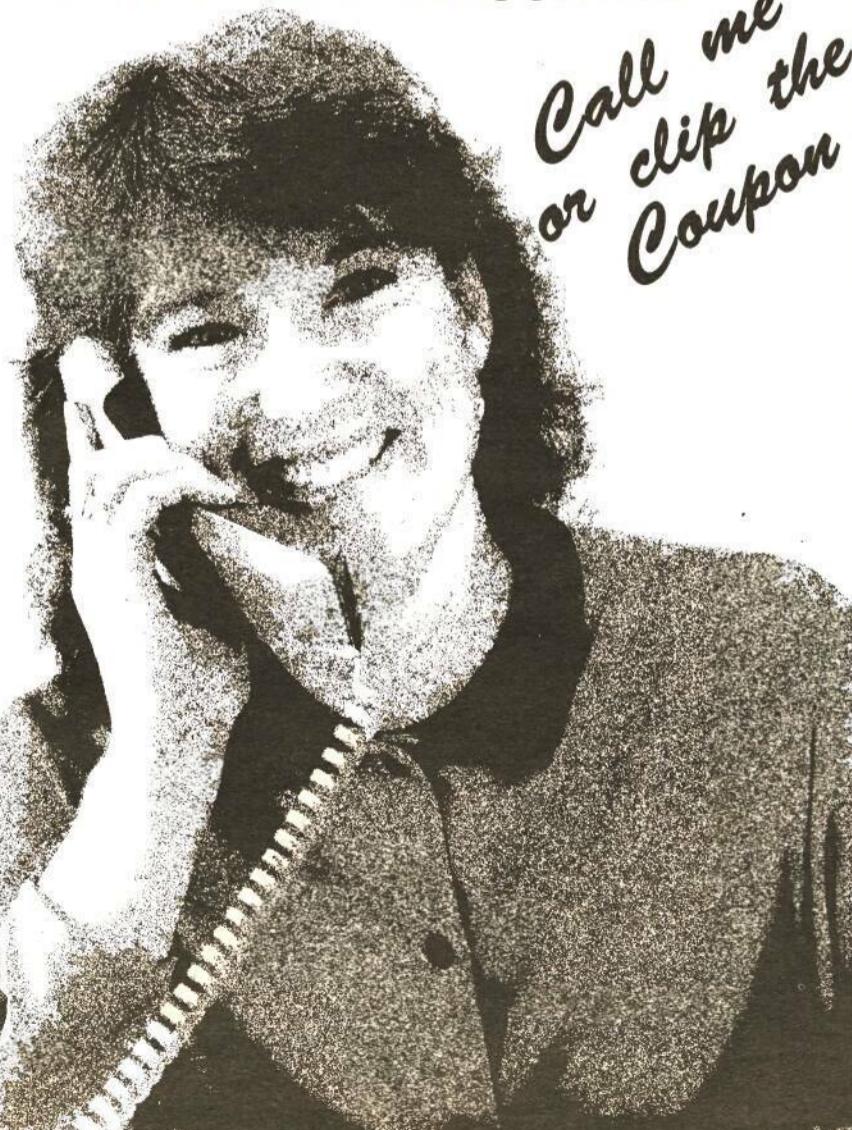
John Montagu, the fourth Earl who was First Lord of the Admiralty during the American War of Independence, is best remembered as the inventor of the sandwich — convenience that allowed him to eat a meal and play cards at the same time.

His detractors branded him as a gambler, a member of the notorious Hell-Fire Club and betrayer of the radical hero Wilkes. But he was, says the museum, "the complete 18th century man" — and his papers, filling 30ft of shelves, include correspondence with almost every contemporary statesman as well as over 300 from George III.

They throw light on domestic politics, international affairs, exploration and East India Company business as well as the management of the Navy and relations with the American colonies.

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**Letters**

# They wait who also serve

WE HAVE been led to believe by various senior officers and their presentation teams that 2OE will not hold up promotion and will only be used if there is a requirement for additional senior rates in the branch.

How then, can the Navy justify nominating five petty officer stewards on this year's signal? With the roster currently at 565 points and approximately 100 ratings in the roster, is anyone actually paying attention to what is happening in the branch?

We know that senior rate stewards are now running senior rates' messes ashore to help alleviate the promotion problem, and a QA has also been mentioned as another option. Obviously there have not been enough billets created.

With the current sea/shore radio and limited promotion prospects to senior rate level, what are the incentives for ambitious young stewards and leading stewards to stay in the branch? — M.A. Cook, LSTD, HMS Southampton.

• The Director of Naval Manpower Planning (Capt. T. W. Loughran) said that since inception, 2OE had been blamed for all manner of ills, most of which when closely scrutinised were not attributable to the award.

One such unfounded claim was that 2OE had significantly affected promotion prospects. "This is simply not the case," he went on. "Of much greater impact is the interaction between the reducing manpower requirement, the size and shape of the trained strength and retention levels."

"In setting-up the award, the Navy Board recognised that there may be some slowing of career prospects and therefore a control was put in place to

ensure that promotion to CPO could not be delayed by more than three years as a result of 2OE selections.

The majority of branches remain well within this planning parameter, largely because a significant proportion of those on 2OE have yet to complete 22 years' service, the point at which they could have normally left the Navy.

"The delay for the Steward Branch stands at one year 10 months and it will be several years before the five petty officers selected at this year's Board all pass the 22-year point and therefore impact on advancement rosters.

**Opportunity**

"2OE aims to retain skilled and highly experienced senior ratings and, while the benefits are clear for the Service, there are significant advantages for the individual as well. One such benefit is the opportunity for longer employment, typically to age 50, and it is well worth considering that although junior ratings perceive 2OE as hindering their career progression, when they reach the 22-year point they may also welcome the opportunity for additional service."

"Steward Branch rosters are certainly longer than I would wish, and are largely due to a dearth of senior rating billets. Regrettably there is no easy solution: jobs, after all, cannot be artificially created, and there are very few billets which can be transferred from one branch to another without disadvantage.

However, in recent months a

number of Wardroom Mess Manager billets have been transferred to the Steward Branch and further improvements will be made as stewards become more widely employed in QA billets.

"Sea/shore ratios for the Steward Branch compare very favourably with those for the Service as a whole, and as the QA branch merger takes effect, a decrease in sea time for stewards can be expected. The percentage of Steward Branch sea billets compared with the RN average by rating level is: CPOSTD 23 per cent — RN 43; POSTD 50 — RN 57; LSTD 62 — RN 62.

"Manpower planners fully appreciate the effect of slow advancement on morale and I wish to assure your reader that 2OE quotas for all branches — but particularly those for the smaller branches and those with long rosters — are very carefully controlled.

"Every effort is made, and will continue to be made, to ensure that the career aspirations of junior ratings are balanced with those of senior ratings and the needs of the Service."

**Twinned  
Ensign**

THE White Ensign found on the beach near Villers-sur-Mer, Normandy, in 1944 by M. Pierre Dumont, as reported in your July edition, has been accepted with thanks by Wickham (Hants) branch of the Royal British Legion.

Wickham forms an appro-

**To the mangle  
born, I'd say**

**INFLATION** hits everybody at sometime or another and now our resident Chinese laundry are to increase their prices by 7½ per cent.

In these days of modern ships, is it not time that we dispensed with the archaic practice of employing Chinese laundrymen? I will be the first to admit that they do a satisfactory job, but they offer no financial return to the ship's welfare fund. But, whenever anyone mentions this the answer is always, "Who will do the job?"

Gentlemen, the answer is staring us all straight in the face. With WRNS now going to sea, what better employment can they be given? My wife has always done an excellent job with my laundry at home, so there is no reason why they should not do it.

Not only will it be a useful job but will end the Chinese monopoly on laundry in Navy warships. — R. Snoddon, Sub-Lieut. SD(X)(EW), HMS Edinburgh.

priate home for this item as the village is twinned with Villers, and an active liaison is maintained between the British Legion and the Anciens Combattants of the French resort.

The ensign measures 6ft by 3ft and might have been worn by a landing craft or minor war vessel. Short strips of metal which might have formed part of a beach defence are entangled in its fabric.

Further inquiries will be made with our French friends at Villers to attempt to unravel the reason why this ensign was found on shore after the landings. Perhaps you have readers who were present at the time and can offer suggestions. — A. J. Pack, Capt.(retd), Wickham, Hants.

**Nuisance  
value**

THAT lovely dog AB Just Nuisance may have been "married" in 1941 to Adinda (letters, July) but you know what sailors are...

He courted and won our camp mascot Anne at RN air station Wingfield in 1942 and had six handsome sprogs. — R. Cornwall, Devonport.

• Mention of the much-admired Nuisance never fails to produce more letters detailing his exploits. Thanks to those who wrote, including one correspondent who did not serve in South Africa and "accepted some of the yarns with a pinch of salt" — but who now realises the dog's contribution to morale and suggests a plaque in tribute in a UK naval establishment.

# Handicap, not a fairway

I READ with interest the reply (July) to my letter about the scrapping of the six-month ruling regarding the Community Charge.

As a civilian, in an "ordinary" job, my husband would be home every day and would not disappear out of the country for global trips or to the Gulf or the Falklands or seven-eight month trips anywhere. In this situation we would be quite happy to pay the CC in its entirety, as he would be around to avail himself of the services he is paying for.

My original complaint was that my husband is expected to pay for 12 months services when he may only be here for three months.

Would someone take out an annual membership at, say, a golf club, when he will only be around to use the course for three months? Somehow I think

**LETTERS to the Editor**  
should always be accompanied by the correspondent's name and address, not necessarily for publication.

"KEIN problem" for J. Stuart, of Stuttgart, who wants a more convenient way of proving he is a former Royal Navy CPO (Letters, July).

Presumably his service qualifies him for membership of the Royal Naval Association. In return for a small annual subscription each member receives a credit-sized ID card, complete with space for passport photograph. The card facilitates contact with other members worldwide and affords access to numerous facilities. I am never without mine.

He may either choose to belong to a branch or be on the Headquarters roll. — J. Hinton, Worcester.

## Made to last

REGARDING the letters on durability of Navy-issued gear, I still have a blanket issued to me on joining RMS Royal Arthur in 1940, together with a set of three shoebushes which have been in constant use since and are still in fine condition; a clothes brush issued to my father on joining RNB Chatham for ERA training in 1910; a No. 8 shirt supplied to me on recall at Chatham in 1951 — and which I still wear when doing "mucky" jobs; and a pair of heavy boots supplied to my brother in 1944 when joining HMS St. Vincent for pilot training and which I still occasionally wear in the garden in winter. — R. Hamilton, Morden, Surrey.

I HAVE my ditty box and cap tally of HMS Mermaid, 6th Flotilla Dover and Belgian coast, also hammock and bedding, and blue and red chevrons for wear on the jumper for every year in service, both First and Second World Wars. — J. S. Bell, Benton, Newcastle-upon-Tyne.

I HAVE a pussers handkerchief issued to me in 1942 at HMS Ganges on which I have embroidered the badge of my ship, the Fleet minesweeper, HMS Cockatrice. The badge shows a fabulous cockerel and I have the handkerchief framed and on the wall. F. Holmes, Blackburn, Lancs.

## Fast attack transports

AS WE are in the midst of a period of review, change and financial stringency, I would suggest that for the time being no new orders be placed for frigates, but that we consider building half a dozen fast attack transports similar to those used by the United States Navy in the Second World War.

These proved very effective, and are suitable for present-day mobile warfare. It would be a start to cutting down our need to hire overpriced foreign merchant ships, and we should have the right type of vessel for the job. — L. H. W. Oliver, (Ex-British Pacific Fleet), Fowey, Cornwall.



**No. 446 38th year**

**Editorial and Business address:** Barham Block, HMS Nelson, Portsmouth, Hants, PO1 3HH

**Editor:** John Tucker. **Deputy Editor:** Jim Allaway

**Assistant editors:** Lindy Clegg, Ruth Vernon

and Paul Parrack

**Business Manager:** Mrs. Anne Driver

**TELEPHONES**

**Editorial:** 0705-822351 (Portsmouth Naval Base)

extensions 24194 and 24163

**Business (advertising, distribution and accounts):**

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**Additional direct line to all departments:** 0705-826040

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# Bakehouse home for Malta museum

I AM a subscriber of Navy News and work in Malta's Maritime Museum which will soon be inaugurated.

It will interest many Service personnel who visited Malta to know that the ex-naval bakery at the entrance to Fort St. Angelo is to become a Maritime Museum. The site was also known as the Victualling Yard.

The bakery was built in 1842, and is a combination of British architecture and Maltese stonework. It is a huge building with large halls, and adjacent is a tower clock.

The site of the museum is ideal, as for a long time the creek served as a dockyard and shelter for galleys and all sorts of ships. The Knights of St. John utilised the wharves for the needs of their fleet, and erected administrative buildings and other edifices.

The final Royal Navy activities in Malta were carried out in this creek, with HMS London moored for quite some time in front of the bakery.

Among exhibits are contemporary models of sailing ships of the Order of St. John, the triple expansion engine of a retired grab dredger, local models and crafts, and other items related to the subject. At present there is a project to construct a large model of a galleys, which will be one of the major attractions.

A section of the museum will be dedicated to the Royal Navy, with its strong ties with Malta. Many Maltese earned their living with the Senior Service, and many Service men married Maltese girls.

So the role of this building is still to be connected with the sea. — Joseph Abele, Senglea, Malta GC.

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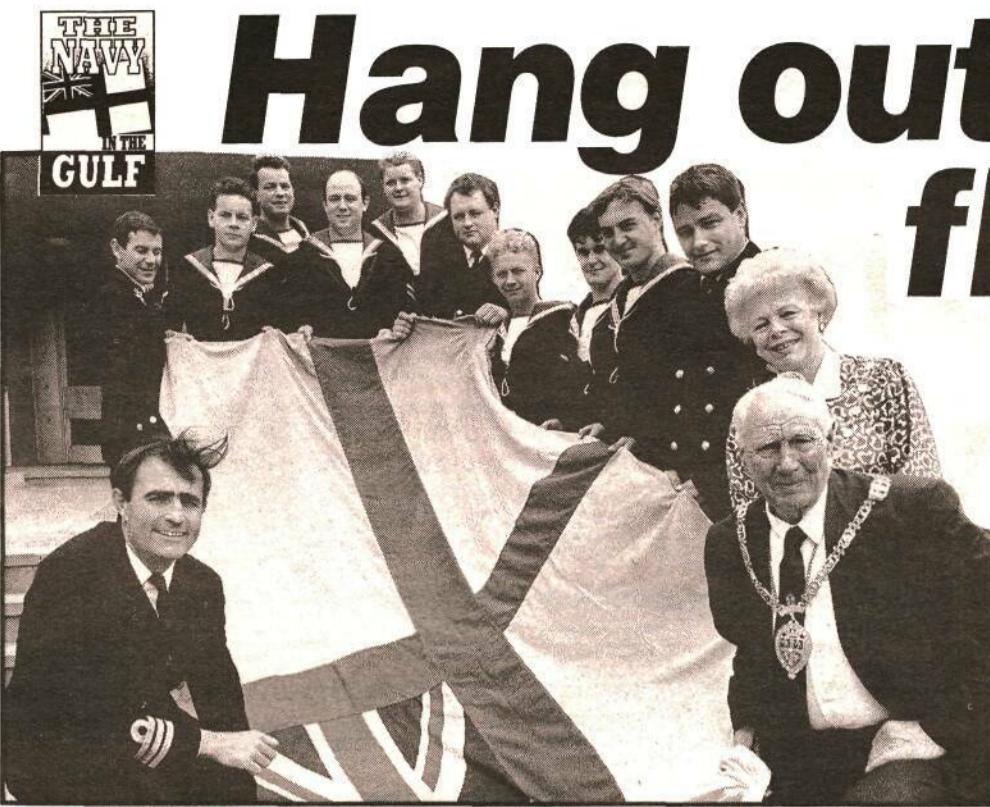
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• Cdr. James Rapp, CO of HMS Brazen, hands the Type 22 frigate's Battle Ensign to the Chairman of Durham County Council Cllr. Mick Terrans. Picture — Sunderland Echo

## 'Biggest sweep' ships return

THE ROYAL Navy's Gulf minesweeping force, the MCMVs Brocklesby, Brecon and Bicester with their command ship HMS Hecla, are on their way home after playing a key role in the largest mine clearing operation since the Second World War.

Since March the ships have been part of a multinational operation to destroy or disarm over 1,200 Iraqi mines spread over hundreds of square miles of sea, an operation successfully carried out without loss, damage or injury to ships or crew.

HMS Hecla has been in the Gulf area since February, taking over from her sister survey ship HMS Herald, initially as headquarters ships for MCMVs Hurworth, Atherton, Cattistock, Lebury and Dulverton, and thus she can claim to be the last of the British Gulf War ships to get back home.

For a five-week period Hecla was alongside at war-ravaged Ash Shuaybah in Kuwait, but conditions ashore — war damage, burning oil wells, sporadic gunfire and no transport meant no chance of local leave, and entertainment was necessarily "home-grown". So the ship orga-

nised a host of events, including "beaver races", several charity barbecues and a party for the local children, complete with the traditional pirates, ice creams and cartoons.

All four ships are due back home this month, Brocklesby and Bicester to Rosyth, Brecon to Portsmouth and Hecla to Devonport.

Meanwhile the crew of HMS Atherton have thanked those who had sent messages of support while they were away in the Gulf, inviting 50 of their well-wishers from many parts of the country on board the Portsmouth-based minehunter.

## Scylla's watch on wildlife

WHILE the focus has been on ships returning from the Gulf, HMS Scylla is operating in that area as part of the Multinational Interception Force, working in company with the giant nuclear carrier USS Abraham Lincoln and the Australian frigate HMAS Darwin.

Ports of call for Scylla in the Gulf have included Jebel Ali, Bahrain, Abu Dhabi, Kuwait and Dubai — where, 15 miles off the coast, she rescued the crew of a local fishing boat, adrift for five days, without fuel, food or water.

A welcome break from the routine was the two-week self-maintenance period in Mombasa, where wives and girlfriends joined some of the ship's company for station leave. Several working parties left the ship to help the Kenya Wildlife Service carry out maintenance work in the Tsavo and Masai Mara game parks, with the ship's Lynx helicopter used to track and count rhinos in the Tana river delta.

"BRITAIN'S Gulf War", an illustrated magazine-type production to mark the City of London's Welcome Home parade, is now available by post.

It presents a concise record of the war and the events that led up to it and is available from: The Gulf Trust Office, Room 721, Astra House, Theobalds Road, London, WC1X 8RU, at £2.52, including p. and p. Half the cover price goes to the Gulf Trust.

## Merit where it is due

THE FORMER Commander British Forces (Middle East), General Sir Peter de la Billiere has been presented with the Legion of Merit, by United States President, George Bush.

The decoration is specifically for award to personnel of the Armed Forces of foreign nations friendly to the United States who have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services.

After the awards ceremony Gen. de la Billiere stated: "It is an award that is given to an individual and, being the senior British Serviceman in the Gulf, it was given to me but on the basis that the award signified America's appreciation of what the Royal Navy, Army and Royal Air Force contributed to the successful conclusion of Operation Desert Storm".

## TRIBUTE TO NAAFI

NAAFI canteen managers from ships based at Portsmouth and Plymouth joined their land based colleagues at a reunion parade to mark their service in the Gulf war.

The men served aboard ships such as HMS London and HMS Herald throughout the conflict and kept sailors supplied with all their day-to-day necessities and morale boosting luxuries.

In the desert 65 volunteer staff from Naaifi shops, clubs, and other establishments throughout the UK and Germany, served with the EFI (Expeditionary Force Institutes). Naaifi's uniformed branch. There they ran shops, bulk issue stores, and mobiles.

After the hostilities Naaifi's service was extended to Northern Iraq and Turkey for the Royal Marines, RAF, and others taking part in Operation Safe Haven.

At the parade, held at EFI headquarters in Surrey, Major General David Botting, Director General of the Royal Army Ordnance Corps, in whose ranks EFI serve, presented the men with commemorative certificates.

He told them: "Your excellent work in the Gulf — both at sea and on land, in Northern Iraq and Turkey, maintains the tradition of service to the Services established by Naaifi 70 years ago, and by the EFI in the Second World War and all theatres of operation since then."

ONE of the highlights of HMS Brazen's first visit since her return from Operation Granby was the presentation of her battle ensign, flown throughout the Gulf War, to her affiliated county of Durham.

It will be exhibited in the Regimental Museum of the Durham Light Infantry as the centrepiece of a display featuring the Type 22 frigate.

As well as a full programme of sport and social events, members of the ship's company visited Trout Lane school for physically and mentally handicapped children and Murray House, the Durham Cheshire Home, where they presented cheques for £500.

HMS Gloucester renewed her ties with her namesake city after her extended deployment which included a leading role in the Gulf War.

While berthed at Avonmouth she was presented with the British Aerospace Sea Dart Trophy, exercised her Freedom of the City of Gloucester and attended a thanksgiving service in the cathedral, where the ship's Battle Ensign was presented to the city.

The mine countermeasures vessel HMS Dulverton entrusted her own ensign to the Parish Church of her affiliated town of Dulverton on Exmoor — while HMS Brilliant presented an Iraqi naval flag to 829 Naval Air Squadron at Portland.

The flag, peppered with shrapnel, was taken from an Iraqi landing craft beached on mud flats west of Bubiyan Island after being machine-gunned from the air.

## Souvenir offer

"BRITAIN'S Gulf War", an illustrated magazine-type production to mark the City of London's Welcome Home parade, is now available by post.

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# Smarter, stronger, easy-care Eights

FOLLOWING successful Fleet trials, improved blue working shirts and trousers in flame-resistant cotton/polyester material are to be introduced progressively for RN, RNR and QARNNS (male) officers and ratings to replace the existing all-cotton items.

The proportion of polyester has been restricted to a safe level below that at which a thermoplastic melt hazard could occur.

The improved shirts and trousers are virtually identical in appearance to current patterns. Trials have, however, demonstrated that they are more robust than the all-cotton patterns, have marginally improved easy-care properties and give a smarter appearance.

The improved garments may be machine or hand-washed in hot water and can be pressed with a hot iron, but they must not be bleached.

Their flame-resistant properties are adversely affected by oil and grease and by incorrect washing procedures, so it is essential that the laundry instructions are followed carefully.

The improved garments will be introduced progressively size by size as stocks of the current items are exhausted.

DCI(RN) 136/91

## A war to defend all wars?

"DID the Gulf War demonstrate that war is still a necessary and an effective instrument of policy?" That is one of the three choices of topic for the 1992 Bertrand Steward prize essay competition.

The others are: "In an age of high-technology weapons, the key to victory in war is to be found in the air, not on the ground or at sea". Discuss" and "What must be done to prepare forces in peacetime for effective use in modern war?"

The prize can be competed for by officers, ratings and soldiers who are serving, or have served, in any of the Armed Forces of the Commonwealth.

The prizes include: First, £250; second, £100; and third, £50. Essays have to be between 3,000 and 10,000 words, typed, and submitted by July 1 next year. The announcement provides full information on taking part.

DCI(JS) 57/91

## HAND OVER YOUR GUNS

AS a result of terrorist incidents, legislation has been introduced that make it an offence to make a false declaration, wittingly or unwittingly, when presenting accompanied baggage for a flight.

Last year's Aviation and Maritime Security act allows fines of up to £2,000 against an individual who makes an incorrect statement about the contents of personal baggage. So, if baggage is found to contain firearms or dangerous goods which have not been declared, the owner may be liable.

Equally, should a passenger declare that baggage contains items — for example explosives — when this is not true, the individual may also be fined up to the same amount.

This legislation applies where Air Transport Force or MOD charter flights are concerned, as well as commercial flights.

DCI(Gen) 139/91



"Back to the drawing board, Buffer?"

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## Non-transferable tickets listed

THE procedure if trained officers wish to transfer between Services — RN, RM, Army and RAF — is set out in an announcement which formalises the arrangements.

But it is made clear that there is no automatic right to transfer between Services, and that the needs of the individual's present Service are paramount.

The opportunity to transfer does not apply to officers who joined after April 1 1989 and are serving on gratuity-earning commissions, unless they transfer to pension-earning terms.

If a transfer request is not supported by the "gaining" Service, the officer will remain in his or her present Service.

DCI(JS) 56/91

## Bedside manner

THE Sick Berth Petty Officers' Efficiency Medal for 1990 has been awarded to POMA P.G.M. Marulli De Barletta (recently promoted CPOMA).

Recommendations for the 1991 award have to be submitted by March 31 next year.

DCI(RN) 146/91

## Show points the way for air engineers

AFTER the Air Engineering Trade Structure Study (a wide-ranging investigation of the training and employment of AE ratings) and a manpower strategy review carried out by FONA (concerning particularly the AE rating structure and schemes of complement), the recommendations put forward were approved by the Second Sea Lord earlier this year.

The revised trade structure (outlined in previous editions) will meet the requirements of new aircraft technology and provide a firm base for further development of the sub-branch in the future, says a new announcement.

### Re-structure

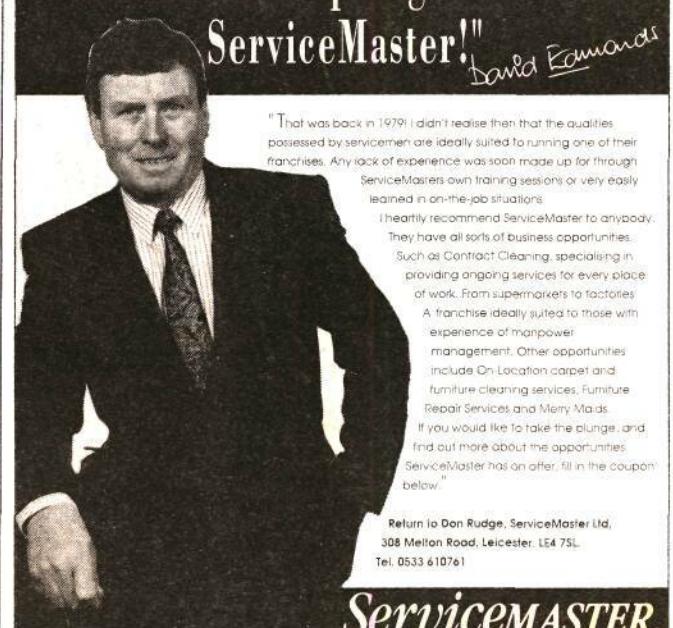
It also outlines the revised training programme and says that a further DCI early next year will give full details of the re-structure and implementation programme.

A roadshow team will also visit air stations and Fleet Air Arm engineering units before implementation.

DCI(RN) 135/91

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

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WITH many elements of the Royal Navy fully involved in the practice of personnel management, negotiations have been taking place between the Service and the Institute of Personnel Management.

The minimum level required for consideration for joining the institute via the management entry scheme includes having obtained: Ten years line management experience at middle management or above level (middle management may start at senior lieutenant level); five years personnel management experience at middle management or above level.

The announcement also provides examples of the types of appointments which would be applicable.

In addition to the criteria laid down, applicants have to submit examples of their work and undertake an interview.

Information on the institute can be obtained from: The Institute of Personnel Management, IPM House, Camp Road, Wimbleton, London SW19 4UX. Details of the RN arrangements for entry via the management entry route can be obtained from: The RN Supply School, HMS Raleigh, Torpoint, East Cornwall, PL11 2PD.

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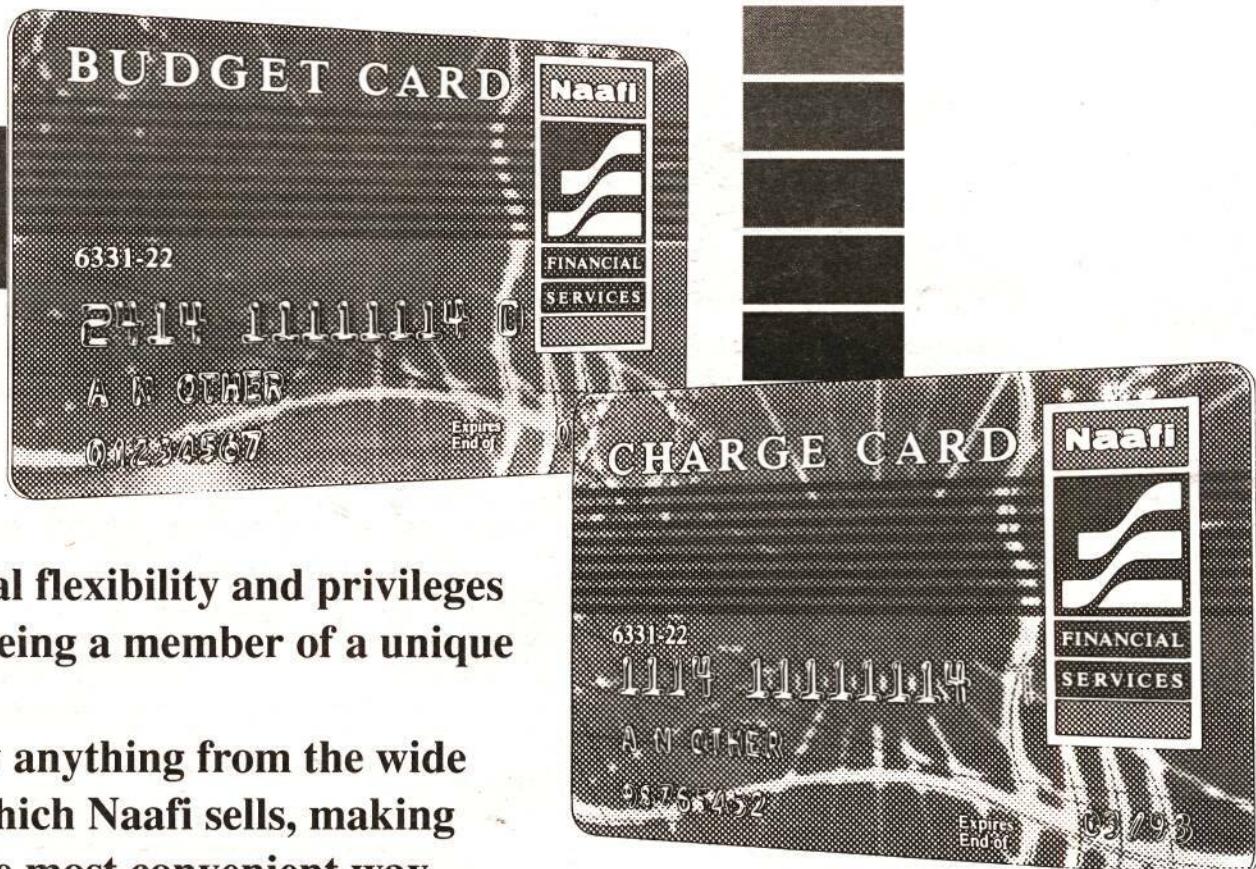
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# Gannet fliers take a gander

FOUR fliers from HMS Gannet flew in to Chatham Historic Dockyard by Sea King helicopter for a special tour of a Victorian sloop.

They'd learnt of the ship — the former HMS Gannet — in a newspaper article and were delighted to have the chance to look her over.

Built at Chatham's neighbouring dockyard of Sheerness in 1878, the sloop served in the Mediterranean. Later she was moored on the Hamble as an accommodation ship for TS Mercury.

Now in Chatham for restoration and display, she will in time be completely restored to the period of 1885, when she was fitted for service in the Med.

Mr Paul Fairlamb, the project director for the restoration, is pictured presenting the Gannet visitors with past and present photographs of the sloop. He said: "We

hope this visit will help forge a long-term link between HMS Gannet and her historic namesake."

The four, who also visited the Dockyard's award-winning Wooden Walls gallery, were (from left) Lieut. Andrew Lauretani, Sub-Lieut. Alex Light, POACMN Chris Bartlett and Lieut. Harry Blackmore.

## BRINGING A TOOL BACK HOME

NEARLY half a century after carrying out his initial training at HMS Collingwood, Mr Howard Groves returned to the establishment, bearing a gift for the museum.

Howard served there back in 1943, going on to serve in HMS Paladin and HMS Indefatigable before leaving the Royal Navy in 1946. Afterwards he settled in Sydney, Australia, where he is still an active member of the Royal Naval Association's New South Wales branch.

On his recent return trip to Britain, he brought with him a cable-stripping tool which the branch secretary, Mr Lions, had used when he was at HMS Collingwood himself.



## GORDON'S SUPER (SONIC) PRIZE

WHEN CPOAE Gordon Balmer applied for a family trip to Hong Kong, he entered a British Airways Concorde competition, which was also part of the holiday package for personnel back from the Gulf.

On returning from Hong Kong he could hardly believe his luck when told he had won tickets for two for a flight to New York on Concorde.



Gordon (RNAs Yeovilton) was presented with his prize by General Sir Peter de la Billiere, wartime Commander British Forces Middle East, and Peter Dunkin (sales manager) and Capt. Steve Ward (Concorde pilot) of British Airways.

Other prize winners were Cpl. Roy Highton, of RAF Odiham, and LCpl. Andrew Bradford, of 23 Para Field Ambulance, based at Aldershot.

Picture: POA(Phot) David Cutler.

## STRIKER MAKES A HIT

A US Navy pilot was so touched by the kindness and professionalism of the British servicemen involved in rescuing her after an accident, that she wrote to the Queen about them.

As a result, the Queen wrote a letter of her own ... It was delivered to Lieut. Gary Smith, commanding officer of HMS Striker by the First Sea Lord, Admiral Sir Julian Oswald.

The story began last May when Lieut. (First Class) Kathleen A. Boehm, a pilot with "Eagle" Flight at RAF Akrotiri, Cyprus, fractured her spine while diving off the rocks near Akrotiri Mole.

Patrolling HMS Striker was diverted by Akrotiri Ground Ops to assist, but because of the location and the nature of the injury, called in 84 Sqdn RAF. Kathleen was lifted clear by a Wessex after a particularly hair-raising approach and flown to hospital. Lieut. Smith coordinated the rescue.

Kathleen is making good progress in Germany and hopes to be flying again before long.

## TEA AT THE PALACE

LWREN Sharon Walker was among the 1,500 winners of the Duke of Edinburgh Gold Award to attend a special royal garden party at Buckingham Palace.

Sharon, who works for CINCAVHOME, gained her award while at college, but was happy enough to wait for the garden party as it celebrated both the scheme's 35th anniversary and the 70th birthday of its patron, Prince Philip.

He and Prince Edward mingled among the guests, who had earned their awards through service, skill, an expedition, a physical recreation and a residential project.

## Navy-style training for Crompton and Lineker?

EX-ROYAL Navy man Ken Miller, who was a Staff Officer to FOF during the Falklands Crisis, recently met a boyhood hero when Genial Jack Crompton called in at his fitness club on the sunshine island of Tenerife.

Superfit Ken, a former Navy boxer and boxing coach, said Jack, now 70, goalkeeper of the famous 1948 Manchester United F.A. Cup winning side and team trainer of the European Cup winners 1968, proves

## People in the News

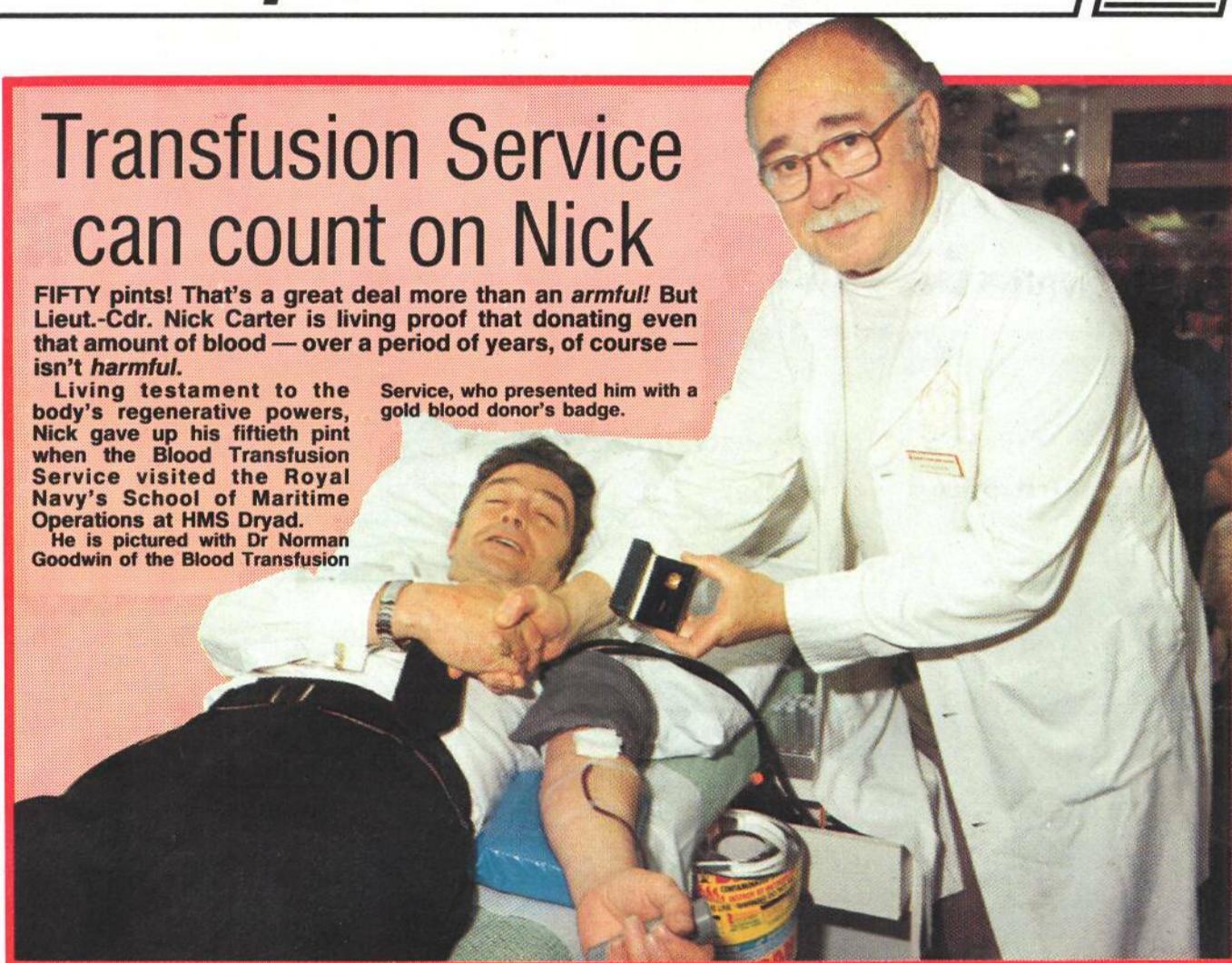
### Transfusion Service can count on Nick

FIFTY pints! That's a great deal more than an armful! But Lieut.-Cdr. Nick Carter is living proof that donating even that amount of blood — over a period of years, of course — isn't harmful.

Living testament to the body's regenerative powers, Nick gave up his fiftieth pint when the Blood Transfusion Service visited the Royal Navy's School of Maritime Operations at HMS Dryad.

He is pictured with Dr Norman Goodwin of the Blood Transfusion

Service, who presented him with a gold blood donor's badge.



## Recognition for Matt

LIEUT.-Cdr. Matt Jennings (706 Sqdn RNAS Culdrose) has been awarded the Canadian Maritime Air Group Commander's Commendation.

It was awarded in recognition of Matt's outstanding work initiating and coordinating the multitude of tasks to mobilise and train HS423 Sqdn Sea King crews for operation during the Gulf War.

His professionalism and personal dedication ensured helicopter detachments were fully prepared and ready to embark on time. Matt received the Commendation from Brig.-General Bowen at the Canadian Embassy in London.

## Admiral Pillar

ADMIRAL Sir William Pillar has taken over as National President of the Forces Help Society and Lord Roberts Workshops. He succeeds General Sir Robert Ford.



## Pa-ssing out parade for midshipman

AT THE end of his training at Britannia Royal Naval College, Mid. Nick Cooke-Priest stood proudly among his classmates at the Passing Out Ceremony ...

But perhaps prouder still was the Guest of Honour inspecting the parade and taking the salute, Nick's father, Rear Admiral Colin Cooke-Priest, Flag Officer Naval Aviation.

Nick is training as an observer and will spend a short period at RNAS Portland prior to his professional training. He is a keen sportsman and has represented the Royal Navy in the Under 25 cricket team.

In the photograph dad and son exchange a few words, while Capt. Robin Shiffner, Captain of the College, looks on. Mid. Shaun Roster is on the right.

you are never too old to exercise.

Among other luminaries to have passed through Ken's fitness programme is present day football star Gary Lineker.

# Country club off to a roaring start



● Above: The 75-metre water flume in the leisure pool proves popular with all the family.

SINCE its opening just over two months ago, well over 40,000 people have visited the China Fleet Country Club in Saltash.

Situated just two miles from the dockyard, in countryside on the banks of the Tamar, the 40 holiday cottages have been well-booked and were 100 per cent full in August.

Relaxation is the main aim of everyone who visits the club and whatever day of the week members and their families can be seen enjoying themselves in the leisure pool, using the jacuzzi or simply lying on the sunbeds.

## Activities

A comprehensive range of aerobics and fitness classes have proved popular with both male and female members and a range of summer activities is in progress, designed especially for the children.

With the Farmhouse Restaurant establishing a reputation for good food booking a table is becoming a "must", especially at weekends and in the near future an added attraction will be the China Tea House, situated in the foyer, which will mean tea, coffee and snacks will be available seven days a week.



● Above: Members and their families are pictured having a relaxing drink in the Navy Bar. Inset: Vice-Admiral Sir Robert Gerken, chairman of the China Fleet Club UK Charitable Trust congratulates WO Peter Crump on his election as chairman of the CFC3 committee.

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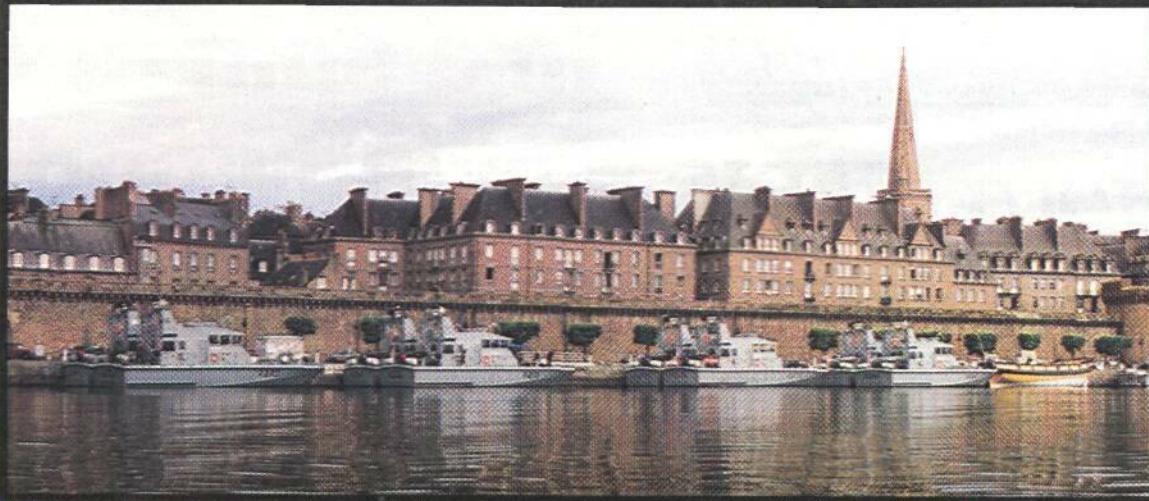
Supplies anticipated mid-September

The Navy News 1992 prestige calendar features a dozen of our best photographs of today's ships, submarines and aircraft, inset with illustrations of badges.

Historical interest is provided by illustrations of ship figureheads from the 18th and 19th C, reproduced from the archives of the National Maritime Museum.

This colourful calendar is printed on fine-grade paper, wire bound at head, with high quality varnished cover and informative text.

Ideal present and Christmas gift that will last through 1992.



## University eight in St Malo rendez-vous

ALL eight ships of the University Royal Naval Units came together for the first time during a three-day visit to the French port of St. Malo, during a break in their summer deployments, conducted to provide training in navigation and seamanship for their crews of honorary midshipmen undergraduates.

The visit allowed plenty of opportunity for sporting events, and also one charity event — a sponsored beard shaving by CPOs Tony Holdsworth and Peter Rosier, and PO Lee Slade, which raised £700 for the Royal Marsden Hospital, Sutton.

Photo shows the University Squadron craft alongside the old town of St. Malo, left to right, HM Ships Blazer, Puncher, Smiler, Charger, Biter, Dasher, Pursuer and Archer.

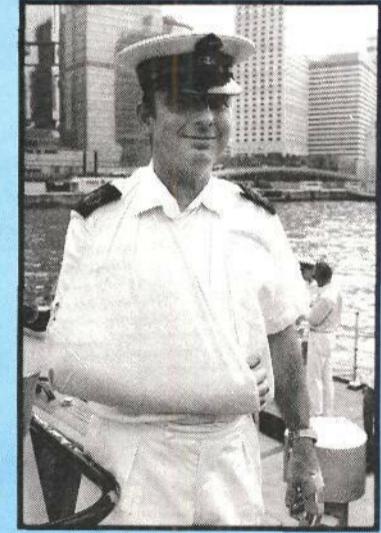
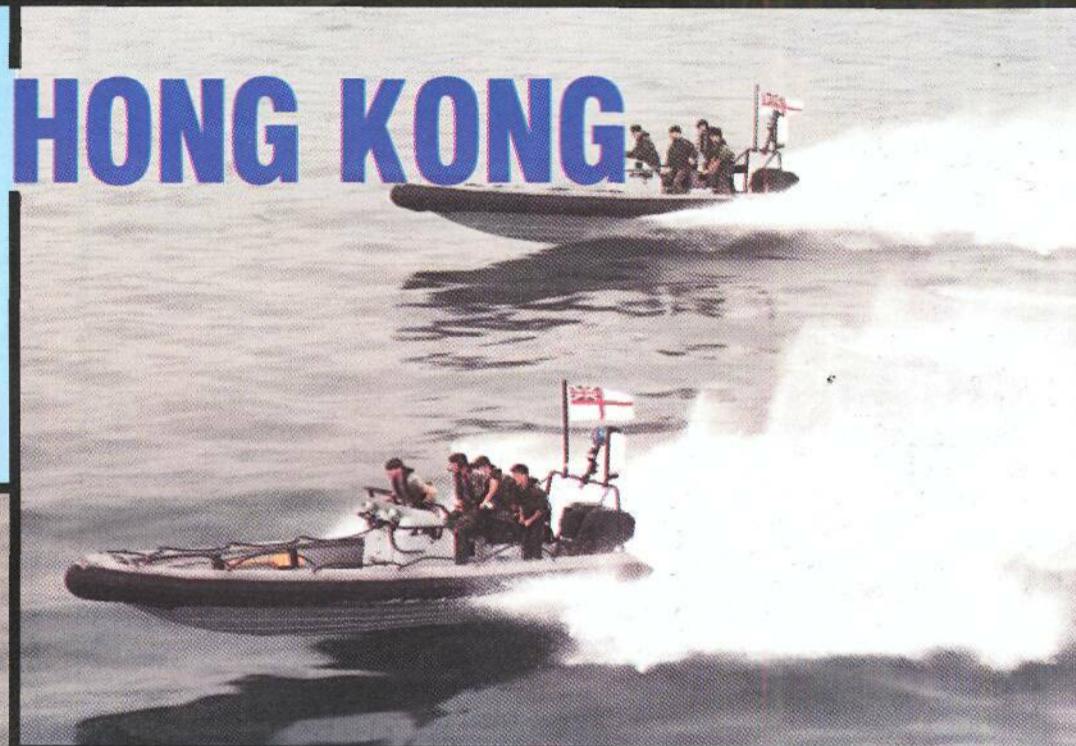
Picture by Lieut. J. A. Morse

## HARD KNOCKS IN HONG KONG

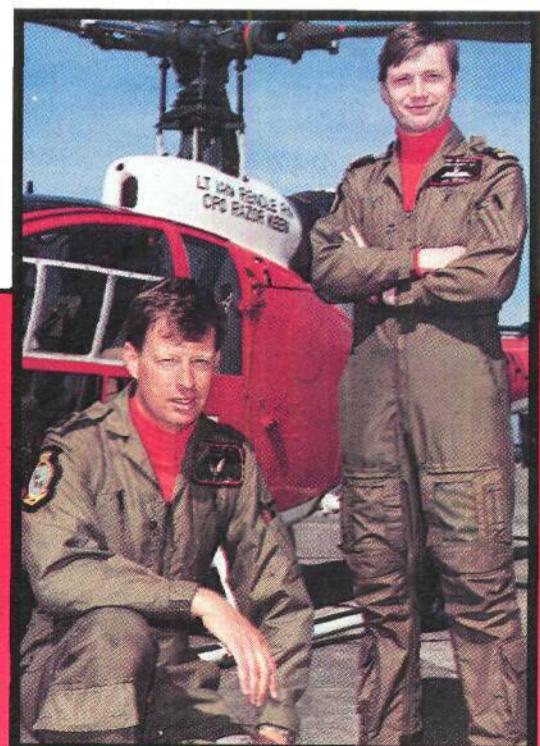
MASTER AT ARMS Kevin Gooch, chief boarding officer on the Hong Kong patrol vessel HMS Starling, has good cause to remember the resurgence of smuggling activity in Hong Kong as he nurses a torn muscle on his right arm and a broken finger.

These are the results of a high speed night chase in Mirs Bay when a crewman on a speedboat suspected of smuggling hurled a long pole, javelin-like at Starling's fast patrol craft as she prepared to intercept. The incident occurred after three months

of comparative inactivity, but that same night HMS Starling arrested seven sampans containing a total of 47 TV sets and 60 VCRs being smuggled into China, and 33 illegal immigrants coming the other way.



Photos — Above, RN Fast Patrol Craft at speed in Hong Kong waters. Inset, Arm in a sling, finger bound up, MAA Kevin Gooch still manages a smile on board HMS Starling the day after the attack. Left, Fast Patrol Craft investigate a Hong Kong fishing boat.



## HELO CHAMPS

THE crews of two Navy Gazelle helicopters, taking part in the British Helicopter Championships had great success, with overall final positions of fourth and fifth out of a strong field of 27 entrants.

Lieut. Doug Sealey and CPOACM Nipper Taylor won the Grouse Trophy for best results in the slalom event, with the other RN crew, Lieut. Ian Rendle and CPOACM Razor Keen coming close behind in third place.

Both crews are from 705 Squadron at RNAS Culdrose where they are usually employed training student pilots.

Photos — left, CPOACM Nipper Taylor and Lieut. Doug Sealey with their Grouse Trophy. Right, CPOACM Razor Keen and Lieut. Ian Rendle.





## Helping Hands



### Chatham's winning formation

THE hilly terrain of Portugal and Northern Spain proved something of a challenge for a team of cyclists from HMS Chatham who took part in a sponsored ride from Lisbon to La Coruna in aid of the ship's charities and the Luc Valais Memorial Fund.

Luc Valais, a leading seaman serving in the Canadian frigate HMCS Restigouche, was killed in an accident during a STANAVFORLANT visit to Oslo.

A memorial fund was set up by his shipmates and part of the £1,200 raised by the nine cyclists was donated in his memory.

Pictured (in an unusual cycling formation!) are top row, from left, LAEM Ian Loomes, CPO Trevor Howard, AB Taff Jenkins; second row, AB Wayne Bowden, MEM Dave Fletcher, LRO Dave Guyan, LPT Ian Hardcastle; front row, Lieut. Huw Davies and Mid. Chris Hocking.



## Navy News

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### In a spin at Collingwood

BIKERS from HMS Collingwood have gone cycling mad, organising and taking part in sponsored rides and races throughout the country.

Six cyclists — CPO James Mason, JWEM Robert Wilburn, WEM Steve Brent, WEM Stuart Mallon, CPO Mark Sheldon, WEM Neil Campbell and Lieut. Kevin Kirk (reserve) — cycled 983 miles from John O'Groats to Land's End via Stone in Staffs.

At Stone they were entertained by the local RNR unit who also assisted them in finding a replacement support vehicle after their original broke down. In the five days it took them to cover the distance they raised £750 for the Baby Unit at St. Mary's Hospital.

#### Cycling races

Cycling duo LS Philip Elston and CPO Chris Wright, from HMS Dryad, took part in a number of cycle races in aid of Action Research, Tadworth Court Children's Hospital and the British Heart Foundation.

During the summer they covered more than 500 miles raising over £1,000 for their nominated charities.

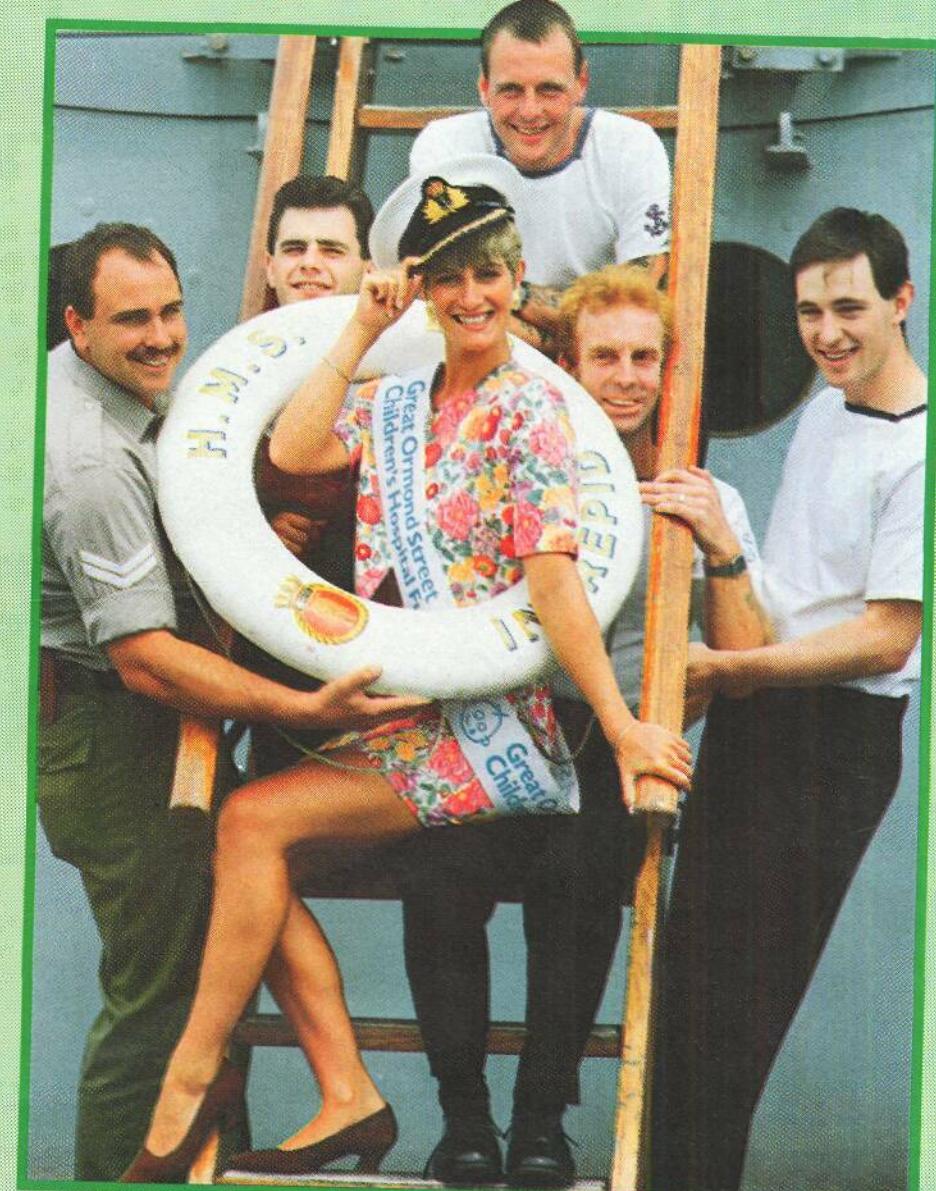
Finally a group of 12 cyclists from throughout the establishment took part in the London to Brighton Cycle Ride and raised in excess of £500 for the British Heart Foundation.

### Having a ball

THIS year's Mount Charities Ball, organised by Mrs. Caroline Biggs, wife of Rear-Admiral Geoffrey Biggs, raised over £10,000 for local charities in Gibraltar.

The money will be divided between Mount Vernice, a home for the elderly, Research into Childhood Cancer and the KGFS.

### Claire 'steaks' her claim!



### PARTY TIME

AN invitation to party the night away proved too good an opportunity to miss for 160 junior ratings from RN air station Culdrose.

During an evening of light-hearted competition and "frivolity" they raised £400 in aid of the Meneage Hospital, Helston, the WRNS Benevolent Trust and the Handicapped Children's Pilgrimage Trust.

SURROUNDED by some "beefy" members of HMS Intrepid's ship's company is TV's Takeover Bid personality Claire Sutton.

Claire, who was accompanied by Sister June Robertson and four nurses from the Winston Churchill Ward at Great Ormond Street Hospital, was invited to draw the tickets and present the prizes at the ship's charity meat raffle and auction.

First ticket to be drawn belonged to Claire herself while second prize went to the Intrepid's commanding officer Cdr. Ron Lang!

Both sportingly donated their prizes to the auction and at the end of the day £646 was raised. The money will be used to buy specialist equipment for the Winston Churchill Ward.

Both the raffle and the auction was sponsored by Ridgewood Industries, of Plymouth, who have promised to back the ship in all its future fund-raising activities in aid of the hospital.

Picture: The News, Portsmouth.

# WHAT A TALENTED CREW!

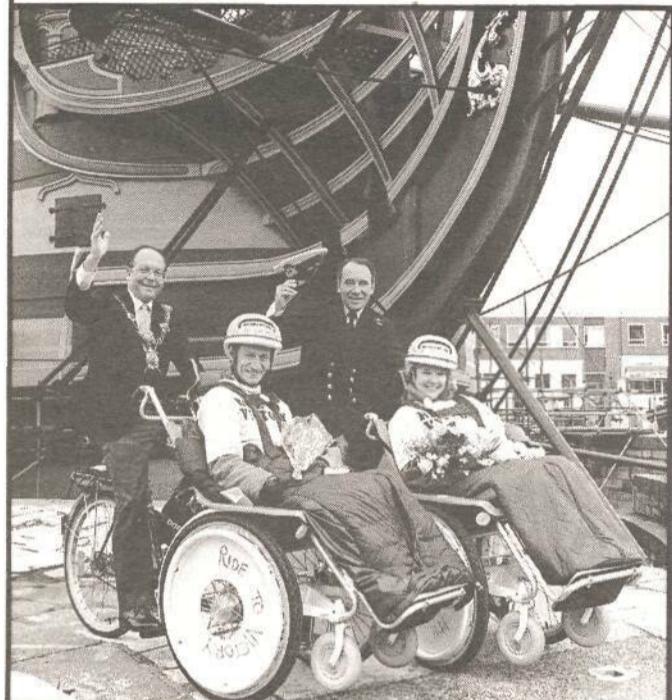
IT'S hats off to the crew of HM submarine Talent who raised £500 for the Maternity Unit of the Royal Hospital Shrewsbury, in their adopted town.

The money was raised through several events including a charity cycle ride from

Barrow to Shrewsbury on the day the submarine commissioned.

Presenting the cheque to Carolyn Lane, of the League of Friends, are, from left, MEM James Walton, SA Mark Hardwick, Sub-Lieut. Andrew Walker and LS Peter Jarrad.

## Bicycles made for two



● The Lord Mayor of Portsmouth, Cllr. Brian Reid, and Lieut.-Cdr. David Harris welcome two disabled participants, Danny Coney and Samantha Curtis.

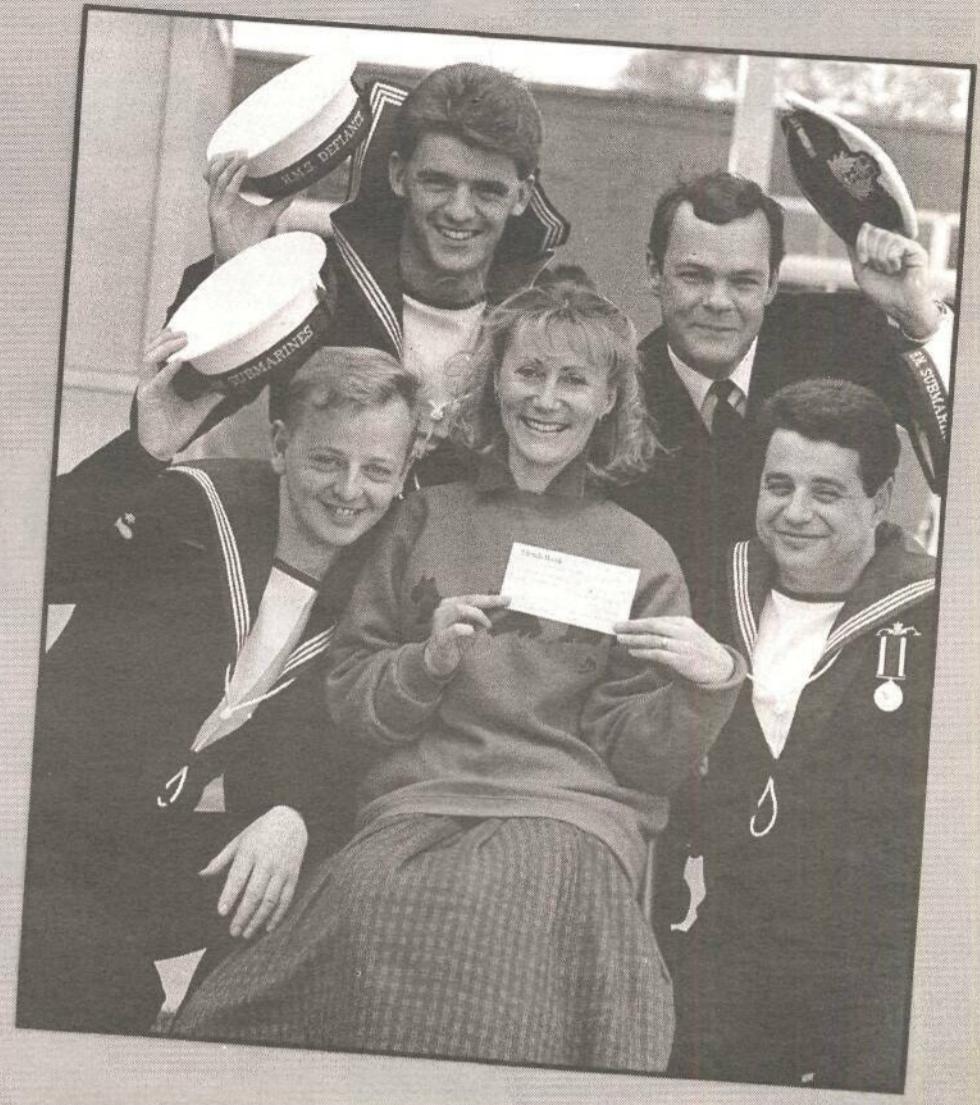
EIGHT riders completed a 1,200-mile cycling trek around Britain at Portsmouth naval base and were welcomed at HMS Victory by the commanding officer, Lieut.-Cdr. David Harris, the Lord Mayor of Portsmouth, Brian Reid, and comedian Don Maclean who were all on hand to administer a welcome tot of Pusser's Rum.

### Disability

The cyclists rode south from Berwick-upon-Tweed in aid of the British Sports Association for the Disabled raising money to enable athletes with a disability to train and prepare for the Paralympics.

The bicycles used in the run were also unusual in that they were a "duet cycle," a bicycle made for two — one disabled and one able-bodied person.

On their arrival at the naval base a charity balloon race was held with collections and a raffle helping to boost funds even further.



## Helping Hands

## Raleigh takes stock

A CHARITY event at HMS Raleigh allowed trainees and personnel from the establishment to turn the tables on a small band of Leading Regulators.

While they were firmly imprisoned in a stock the ship's company were invited to donate money to charity for the privilege of aiming a wet sponge or bucket at the Lregs' heads.

Despite threats about loss of leave (and other more unprintable consequences!) for their actions the onlookers were not deterred and the Lregs raised £133.50 for the Cancer and Leukaemia in Children trust, a true testament to their popularity!

While under training at Kelly Sqn., HMS Mercury, four radio operators set about raising money for Cadlington House, a home for the mentally handicapped, in Horndean.

RO(2)s Mike Baxendale, Brian Banister, Justin Drake and Tony Williamson walked three-legged from HMS Mercury to Petersfield and raised

£295.

□ □ □

A trio of runners from RN air station Culdrose competed in the London Marathon and raised a princely sum for Action and Research into Multiple Sclerosis.

CPOs Jim Mavin and Tony Grasby, along with Tony's wife Sue, crossed the finishing line having raised £1,205 for their nominated charity.

£500 of the total sum was given by the Moores Family Charity Foundation while the remainder was donated by friends, neighbours and work colleagues.

## On the road with Sheffield

TWO teams from HMS Sheffield competed against each other in a road race to raise money for the ship's charities, PACT (Parents Association for Children with Cancer, Tumours and Leukaemia) and the HCPT (Handicapped Children's Pilgrimage Trust).

### Abseiling Wrens

WRENS from HMS Daedalus abseiled from the P&O building, Peninsular House, in Portsmouth, to raise money for Expedition Tusk '91 which aims to send 50 Service personnel out to the Massai Mara Game Reserve to help the Kenyan Wildlife Service in its campaign to save elephants from poachers.

Both events raised almost £5,000.

## AND SO TO BED

DURING HMS Edinburgh's recent visit to her namesake city 10 members of her ship's company pushed a bed through the streets of the Scottish capital to raise money for Edinburgh's Royal Hospital for Sick Children.

The bed was disguised to resemble a miniature version of the ship and Officer of the Day, Nurse Laura King, from the hospital, took command of her men, ensuring the "ship" reached her destination safely.

## Flower power

AT the request of Mrs Nat Nixon, Fife area co-ordinator for the KGFS — and flower arranger par excellence — the floral table decorations made by her team of wives for HMS Cochrane's summer ball, were offered to the departing guests in exchange for a donation to the KGFS.

As a result £31.15 was raised.



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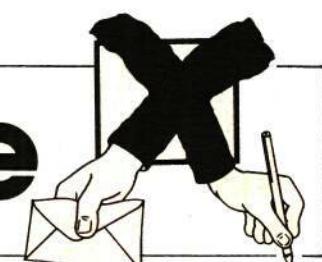
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Registration forms are available from your unit or ship.

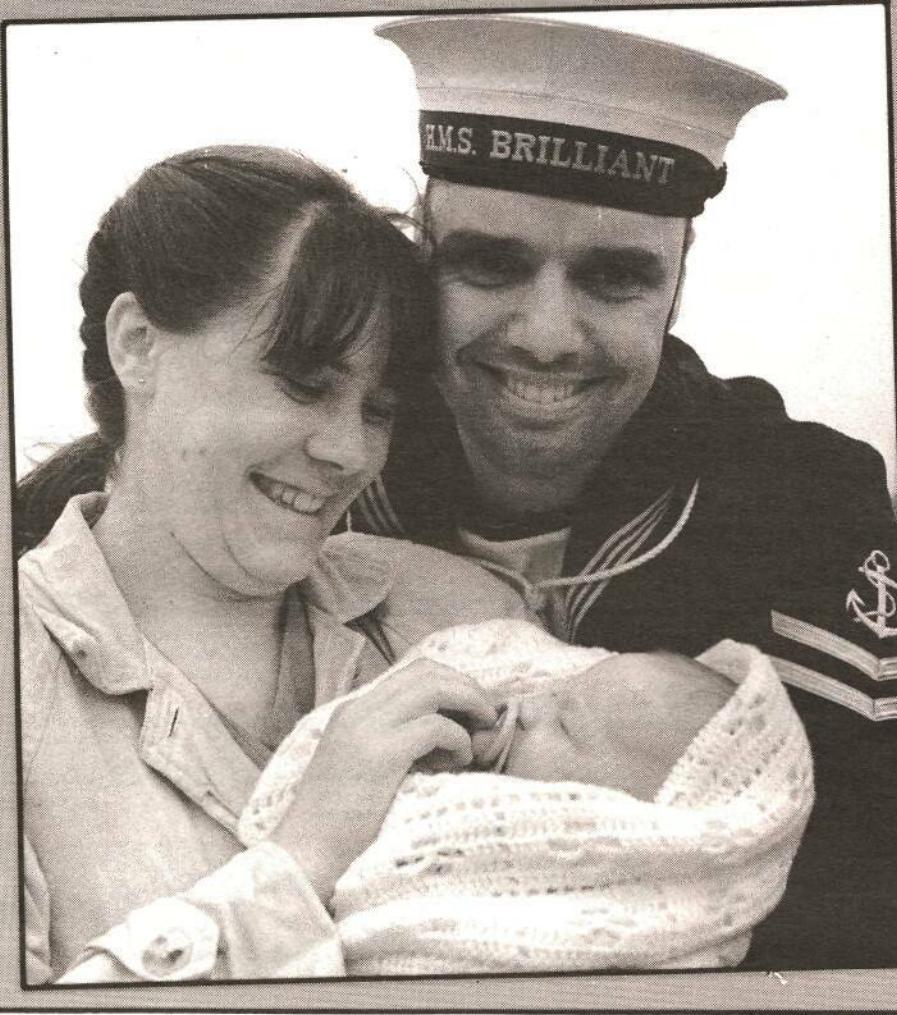
Send the completed form to the appropriate electoral registration officer (the form tells you how). You will then be able to vote at all parliamentary, European Parliamentary and local government elections.

Wives and husbands of members of HM Forces can also register as service voters or, if they prefer, register each year as civilian voters (so long as they are living in the UK).

**Don't lose your right to vote**



# Brilliant baby Ben



HOME from the Gulf War and the first chance for LREG David Harris to cuddle his first child.

Baby Benjamin, born on June 19, and Mum Tanya were among 1,000 friends and relatives who turned out at Devonport for HMS Brilliant's home-coming.

LREG Harris and his wife will soon be celebrating their first wedding anniversary and to mark the occasion Benjamin is to be christened on the bridge of the frigate.

The Rev. Ed Renfrey, who married the couple at St. Nicholas' Church, HMS Drake, will officiate.

NAVAL families in Torpoint are now benefiting from the opening of a new community centre.

The Trevorder Community Centre, in Trevorder Road, a former Navy Naafi — was allocated to the Community Services office two years ago by Flag Officer Plymouth and was refurbished at a cost of £35,000.

By adding to the existing wooden hut centre on the Trevorder married quarters estate it more than doubles the space available for community activities.

The centre now offers a bar, built-in disco and activity floor space while the old centre will continue to be used for the eight weekly sessions of the pre-school playgroup.

## Team visit

THE Second Sea Lord's Personnel Liaison Team is visiting two Portsmouth area community centres on September 18 to give presentations to naval wives.

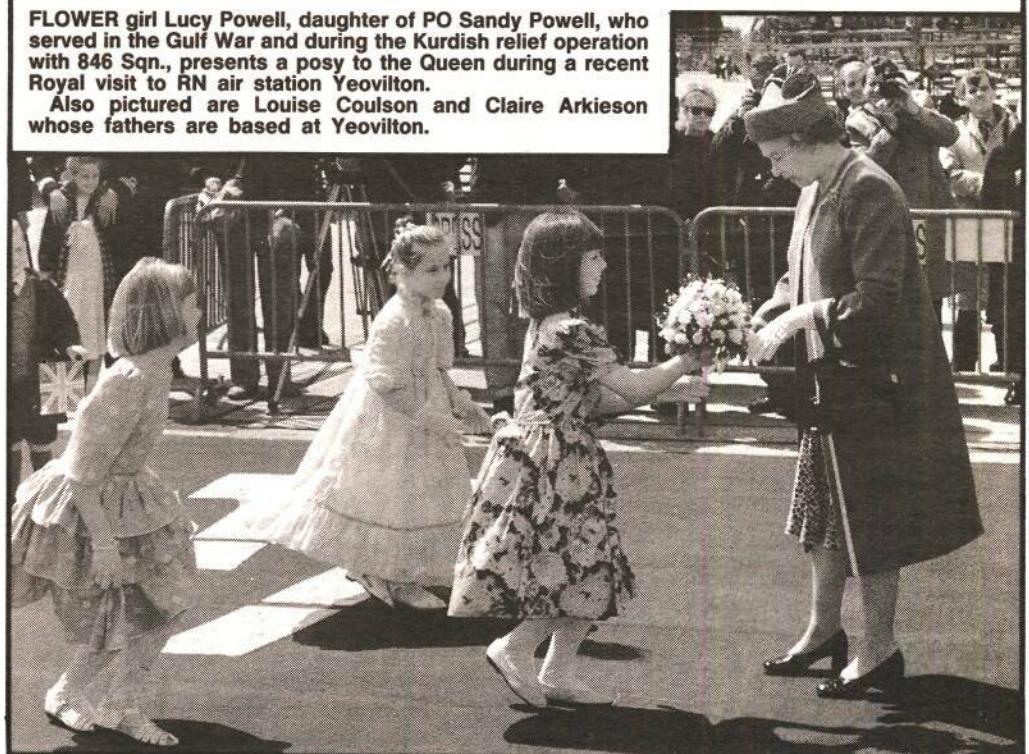
These are the Rowner Families and Church Centre, off Nimrod Drive, Rowner, Gosport (10.00 hours) and the Hulsea Naval Community Centre, Hulsea Road, Hulsea, Portsmouth (13.30).

All naval wives are welcome to attend and to put relevant questions to the team after their presentation.

## LUCY SAYS IT WITH FLOWERS

FLOWER girl Lucy Powell, daughter of PO Sandy Powell, who served in the Gulf War and during the Kurdish relief operation with 846 Sqn., presents a posy to the Queen during a recent Royal visit to RN air station Yeovilton.

Also pictured are Louise Coulson and Claire Arkieson whose fathers are based at Yeovilton.



## Changes in renting MQs

A SERIES of changes over allocation and use of married quarters involves a tightening of the regulations, aimed to enable better use of a reducing housing stock.

On the basis that it is no longer financially viable to retain more married quarters than those required to support naval families, vacancies are to be reduced to seven per cent of stock by April 1, 1993, and the use of MQs for other than family housing is being scrutinised.

All applicants, except in the case of Faslane, must have at least six months to serve in their qualifying ship or establishment from the date of occupying MQs. At Faslane there is a temporary surplus of officers' messes and ratings' quarters, and the six-month rule may be waived there while surpluses exist.

Applications for quarters may be made three months before joining a qualifying ship or establishment, although it will seldom be possible to allocate a property at that stage.

A restriction on the use of MQs by personnel letting their own houses means that in future quarters will not be allocated to those who are letting their own houses within 20 miles of their place of duty or,

in the case of port areas, within 20 miles of the establishment administering the quarters concerned.

There are a couple of exceptions to this rule and the facility of referral to MOD for decision where applicants consider there are other exceptional circumstances not covered by this regulation.

In the case of personnel occupying married quarters who apply for premature voluntary release, final release from the Service will not be authorised until vacant possession of the quarter is given.

When personnel from other Services occupy RN married quarters, they are to comply with naval regulations. Similarly, RN personnel occupying Army or RAF married quarters will be treated in accordance with Army/RAF MQ rules.

Separated or divorced spouses of Service personnel are to pay the market rent for irregularly occupied quarters unless a court order rules otherwise. In many instances this trebles normal MQ charges, which are abated by MOD, and may have significant implications regarding claims for maintenance.

● In answer to a Commons question on vacancies in MOD quarters in the Plymouth area, it was stated that the policy was to dispose of all housing which was surplus to long-term requirements. But not all empty properties were surplus to requirements — many were either undergoing or awaiting major maintenance work or modernisation, and some were

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## SCHOOL RATES

THE new rates of Boarding School Allowance from September 1 are Prep/Junior School — £1,480 per term; Senior School — £1,830 per term; Special Educational Needs Allowance — £2,438.



"Evicting the Seamen officers wasn't one of the 'Three E's' I wanted when I made you Budget Holder, Chief!"

## NEWSVIEW

### Arctic convoy exercise and the coup

SUCH momentous timing could hardly have been envisaged when an exercise was planned involving the Royal Navy, Soviet warships and the Soviet merchant fleet for the first time since the Second World War.

As the great thaw in East-West relations continued apace, what more propitious month to recall old common dangers and hardships — and to forge new bonds — than the fiftieth anniversary of the first Arctic convoy to Northern Russia in 1941? So there was planned a convoy commemoration, with joint exercises and ceremonial events — and with Soviet President Mikhail Gorbachev named as one of the convoy's honorary commodores.

Alas, within days of the ships' planned departure date, the honorary commodore was dramatically out of power as Soviet President — if only temporarily. But the turmoil caused inevitable cancellation of the convoy exercise — though whether the changing situation would allow its reinstatement at some stage was unclear as this page went to press.

Yet perhaps the biggest surprise of the Soviet crisis was that we should be surprised. And the unfolding events provided a salutary reminder, if one were needed, that while the world may in recent years have become a less dangerous place, where are the guarantees and certainties?

The long, hard look by the countries of the Western world at their defence structures was necessary in the light of all the evidence of recent years. Now the events so vividly unfolding just half a century after the start of our Northern convoy aid to Russian wartime allies will ensure even more steely-eyed scrutiny of a disturbed scene.

### Figuring it out

A CLEARER outline begins to emerge of how it is planned to achieve the Navy's new lower strength target figure of about 55,000 people by the mid-1990s. New lower figures for the RNR and RNNS have also now been announced.

There is much detail to be finalised, but many RN personnel and their families will be encouraged that this will be geared to eliminating the need for radical changes and large-scale redundancies.

## It's local lolly-and carry the can

SOME of the phrases of the brave new world don't exactly trip off the tongue, nor do they have the pulling power of a Jeffrey Archer novel title.

Do expressions like Financial Management Initiative, Intermediate Higher Level Budget Holders and Performance Indicator have you racing through the pages for more? And what about New Management Strategy which, as time goes by, promises to have increasing impact on the working lives of many Service and civilian staff?

So, as decisions are announced on Options for Change (another expression whose time has come), what is the import of NMS, officially launched on April 1 this year.

### Flexibility

Precisely how it will affect Jack certainly lies beyond the scope of this article. But the general message is that a re-jig of MOD financial and planning systems will result in a decentralisation which will give local managers (including Service unit heads) greater freedom over resources. With this increased flexibility goes greater local accountability over performance.

This is how one naval officer closely involved in management planning of the new system describes the challenge:

By giving the responsibility of managing budgets to people who are closest to the action and who know the job best, NMS aims to make the Services more efficient and give the taxpayer better value for money.

NMS has its roots in a programme called the Financial Management Initiative which was launched in 1982. This year has seen the introduction of NMS, and making it work to best advantage will be no small task in the current international and political climate. But the way in which our "refined" armed forces will be managed should be helped by the flexible approach NMS will introduce.

Clear direction as to what the MOD expects from its major management areas is given by the Departmental Plan, produced annually and covering a three-year period. This outlines the aims and objectives of the person in charge of a particular area of defence, with that person personally accountable for his or her area's performance.

A system of budgets involves

Top Level Budget Holders — in the case of the Royal Navy currently the Second Sea Lord, Chief of Fleet Support, CINCFLEET, CINCNAVHOME and CGRM — who delegate certain tasks and appropriate funding to their Higher Level Budget Holders. Beyond that are Intermediate Higher Level Budget Holders and Basic Level Budget Holders, these levels involving most personnel at the "sharper end".

### Performance

Degree of success or failure of a task is measured by what is being termed Performance Indicator. This compares how well you are expected to do a particular task with how well you have actually done.

Choosing a PI which is both meaningful and measurable is not easy. But with a good PI we should be able to see how well we are doing at a particular task then, in theory, to put right what we are doing wrong and capitalise on areas which are working.

For our "business" to succeed we not only have to start thinking about how much we are spending but, more importantly, whether we need to spend that money in the

first place. One thing is certain — NMS will make us all more aware of how much money is being spent, and what we are getting in return.

Although actions are delegated, higher levels of management will not relinquish overall responsibility. They will monitor progress by analysing regular performance reports against the Performance Indicators listed in Management Plans.

For example, the Chief of Fleet Support will be able to analyse the time taken to refit ships against the planned time. If all is well he need take no further action. Computer-based management information systems will be introduced to analyse the data.

Another move away from centralised management is the creation of specialised agencies under the Government's Next Steps Programme. From April 1 there are six Defence Support Agencies and two Executive Agencies in the MOD, the difference between the two types of organisation lying in the chain of command.

More agencies, intended to be run in a commercial, cost-conscious and efficient manner, are planned for the future.

## ARE YOU MANAGING? HERE'S HOW ...

"EVERYTHING we do, every output we produce, must be carried out with the 'Three E's' upfront — Economy, Efficiency, Effectiveness." So states the Assistant Chief of Naval Staff (Rear-Admiral Peter Abbott) in a covering letter to the 1991 edition of BR 32 — Management in the Royal Navy, just published by the Directorate of Naval Information Systems (DNIS).

Responsible to ACNS, this department provides

the Navy with its internal management consultancy service — the Management Systems Group — and co-ordinates implementation of information systems strategies.

Says DNIS, "With the push to get maximum value for money from the Defence budget, it is vital that the Navy is well-managed in addition to being well-led. The introduction of the MOD-wide New Management Strategy (NMS) has emphasised the importance of man-

agement planning, budgeting and output measurement.

"This means that management — that is, planning, organising, directing and controlling — is relevant to everyone working both in and alongside the Navy, ashore and afloat, in units and HQ divisions."

Used at BRNC and at the Divisional and Management School as the basic management handbook, BR 32 aims to pres-

ent in straightforward manner MOD's management strategy, the basics of management and how to apply them to jobs, and to tell where further information can be found.

"It is intended to be read by everyone who considers him or herself part of management, from Leading Hand up," says DNIS.

Circulation of BR 32 has been doubled to try to get at least one copy into every unit, establishment and HQ division.

There will be a "customer survey" during the autumn to gauge how effectively the book delivers the management message.

● DCI(RN) 177/91 also draws attention to the 1991 edition of BR 32. Units which have not received a copy of the BR by August 31 should request one from DNIS/NM1, Room 442, Northumberland House, Northumberland Avenue, London, WC2N 5BP.

# Three cheers for the Queen



HMS AMBUSCADE makes an impressive picture for Her Majesty the Queen and Prince Philip as the ship's company cheer ship passing HMY Britannia, after completing her escort duties in the Gulf of Mexico, off Tampa, Florida.

Photo: LA(Phot) Dave Hunt

## HEROES AND MEMORIES

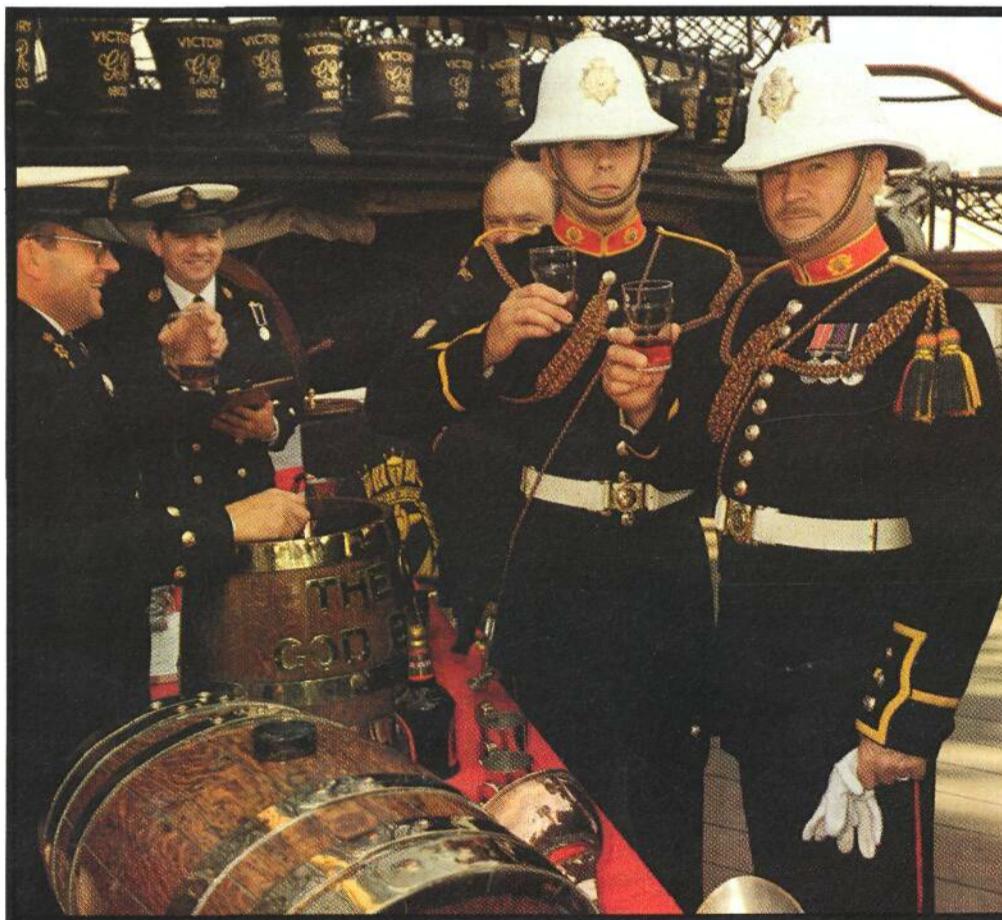
TWO Navy heroes of the Second World War were guests of honour at a ceremony conducted on board HMS Victory to commemorate the 21st anniversary of the ending of "the tot" — the traditional Navy daily rum ration.

Heading the queue of long-serving officers and chiefs to get their one-off tot was 76-year-old Tommy Gould, former Petty Officer submariner who won the Victoria Cross in 1942, dislodging a bomb lodged in the casing of HMS Thrasher whilst constantly under threat of imminent enemy attack. He was followed by Bill Sparks, ex-Marine and last surviving member of the famed "Cockleshell Heroes" who paddled their canoes 95 miles to reach Bordeaux and mine German ships loading there.

Opening the ceremony, HMS Victory's captain, Lieut.-Cdr. David Harris said: "We must not regret the demise of the tot for it was an anachronism in a sophisticated and modern navy, but let us today remember with pride our achievements in the Service we love."

● Family toast: Father and son, Alan and Adrian Piner, both serving as Royal Marines, about to sample the grog.

Photo: LA(Phot) Andy Pratt



## TRENCH JACKS

DURING the First World War sailors of the Royal Navy Division fought alongside the soldiers in the trenches, Welsh sailors being particularly to the fore in the action.

Between 20 and 30 Swansea sailors died at the Battle of Arras, and George Prowse, who later during the War won the VC, was promoted to Chief Petty Officer during the Battle, with another Swansea man, Able Seaman Wroe, winning the Military Medal for Bravery during the action.

This perhaps little-known aspect of RN history has been brought to attention thanks to the efforts of Trevor Tasker of

the Swansea RNNS Unit who, with assistance from the Royal Marines, organised a memorial, in the form of a naval anchor mounted on a prepared site, just outside the French town of Gavrelle, near to the battle site.

The dedication ceremony for the memorial was attended by the Mayor and local people from Gavrelle, a party from the RNNS unit, HMS Dragon, and Trevor Tasker.

## Back in time for the dockyard

THE ELEGANT clock tower and cupola on the roof of one of Portsmouth dockyard's historic storehouses, a famous Georgian landmark until it was destroyed 50 years ago in the Second World War blitz, is being replaced with a craftsmen built replica, and a 110-year-old clock, bells and pendulum, specially purchased at a cost of £50,000 will be installed.

One piece of the clock tower is original — the weather vane, rescued from the rubble in 1941 and subsequently used as an ornament in the garden of Flag Officer Portsmouth and this will be set on top of the cupola, restoring a traditional landmark for mariners.

Portsmouth Naval Base Property Trust, responsible for the conservation, maintenance and future use of buildings in the Historic Dockyard, is spending a total of £750,000 on the storehouse project.

## FAREWELL TO POMPEY

MARKING the end of over 300 years' association, the Royal Marines took their leave of the city of Portsmouth with a final parade and displays, attended by local dignitaries, including the Lord Mayor of Portsmouth, Cllr. Brian Read, the Commandant General of the Royal Marines, Lieut.-General Sir Henry Beverley, and hundreds of the local people braving the pouring rain.

Led by the Royal Marines Band of C-in-C Naval Home Command, the Kings Squad of the Royal Marines marched through the city streets to be enthusiastically applauded as they entered the Guildhall Square for their display of precision marching. Displays were also given by R Commando Company, abseiling and "death-sliding" from the top of the Guildhall, and carrying out unarmed combat demonstrations.

The Marines, first arrived in the city in 1667, three years after the Corps was founded, with the first permanent garrison established in 1775. At that time, perhaps, the relationship was not all it could have been — General Wolfe (of Quebec fame) said then of the Marines "They are dirty, drunken, insolent rascals." However, when Germany's Kaiser Wilhelm visited the Eastney barracks, 200 years later, in 1890, he proclaimed — "I consider the British Royal Marine is the best all-round fighting man in the world."

### Sadness

Defence cuts in the 1960s and 70s resulted in most of the Portsmouth marines moving to Lympstone and Poole, with Eastney remaining as the headquarters for training, reserve and special forces. These too are now based at Poole.

Portsmouth's Lord Mayor viewed the passing of the Royal Marines with sadness — "This was an extremely emotional occasion" he said. "The sad fact is that the Marines are leaving their barracks by the sea. Portsmouth and Eastney people

have always looked upon the Marines as neighbours, — they are part of our heritage."

The memories will, however, live on, at the Royal Marines Museum at Eastney, where there are ambitious plans for a £5 million expansion scheme which is hoped to be ready for 1994, marking the 50th anniversary of the D-day landings.

## New home for RNNS

THE NEW premises at HMS Gannet, Prestwick, for the Ayr Royal Naval Auxiliary Service Unit have been officially opened by Flag Officer Scotland and Northern Ireland, Vice Admiral Sir Hugo White.

Since moving into the naval base in 1989, the Unit has been housed in various temporary accommodations, but at last now has a permanent home.

The Ayr RNNS Unit's task is to augment combined ops and communications personnel for Port HQ at Greenock and subsidiary ports of Ardrossan and Ayr, and recruits are also trained as seamen and engineers for Naval Control of Shipping boarding parties, and patrol craft for defence of ports and anchorages.

The new improved facilities at Gannet are attracting more people to the Unit with the current numbers now at 30 against a planned eventual complement of 49.



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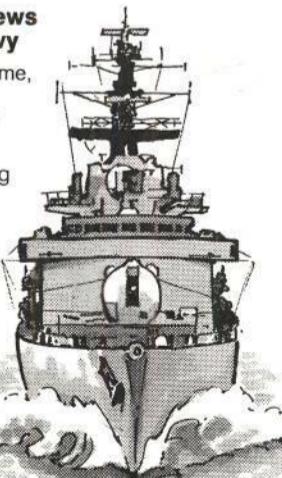
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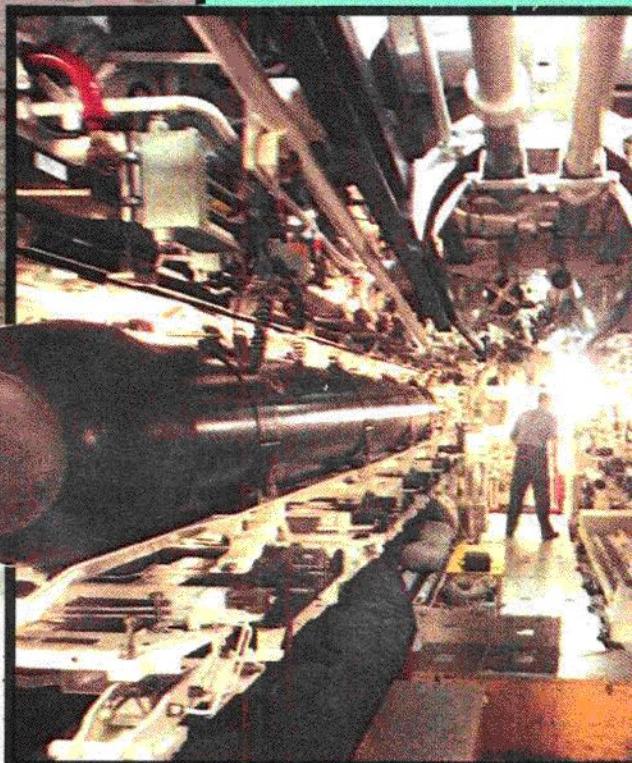
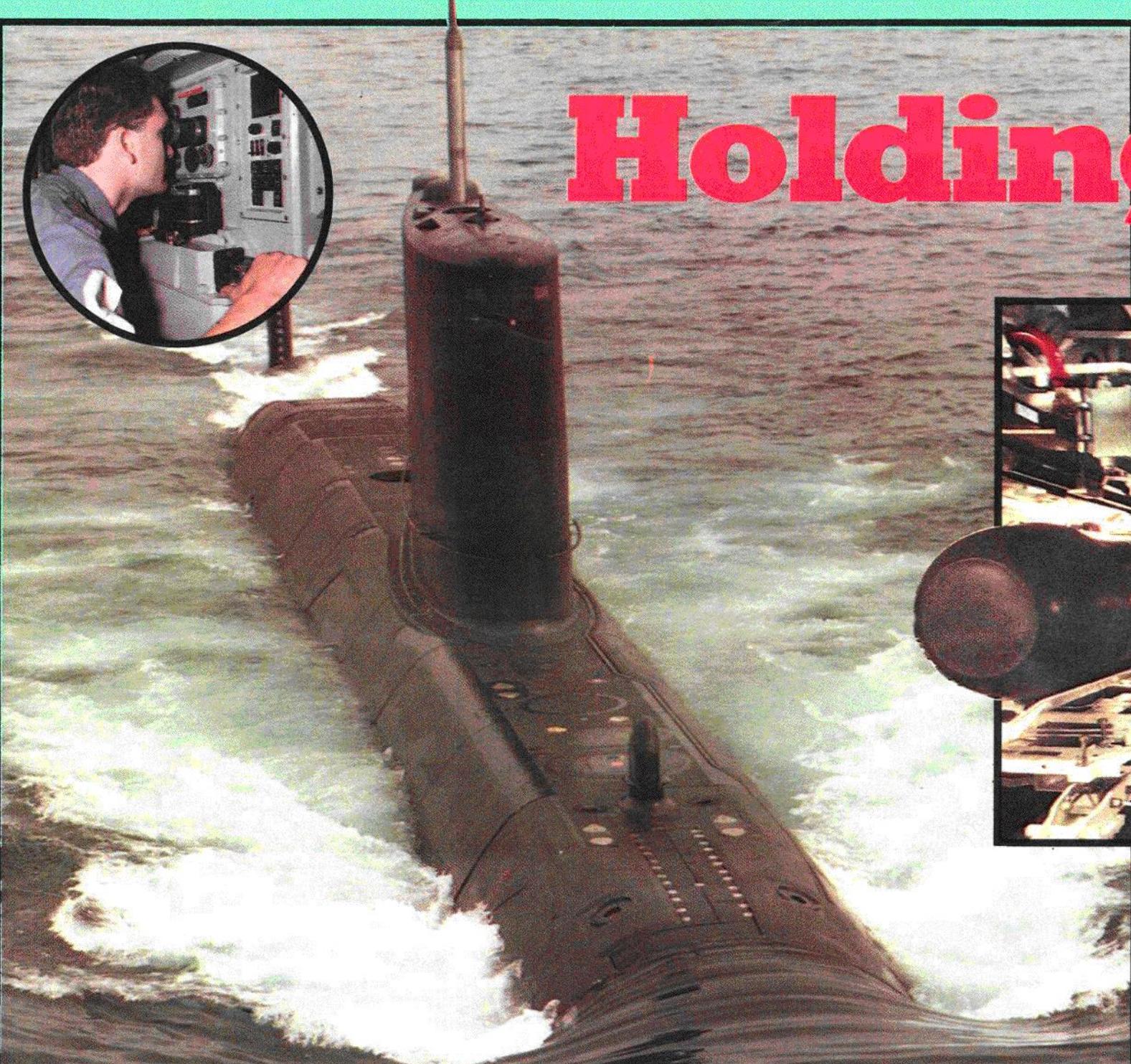
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# Holding up



**SUBMARINERS** like to feel at home, safe at home. Lieut.-Cdr. Ian St. John moved from the nuclear-powered submarine to take command of HMS Upholder, the Navy's latest class of conventional boats, he found his new surroundings familiar.

"Overall, this is not really an entirely new submarine. We are a Trafalgar Class submarine in a different hull, with a different reactor and most of the systems are tried and tested. The problems we have are the same as the ones, as you might expect . . ."

Those problems have given Upholders publicity over the past couple of years exaggerated. Some reports actually lurching to the bottom, out of control, says Lieut.-Cdr. Stallion, but he may be partly to blame for her poor

"We are typically British in that we men for our own products in this international submarine we are always — and perhaps we are too quick to when the Trafalgar Class came in, they were a step down from the S should have built more of them.

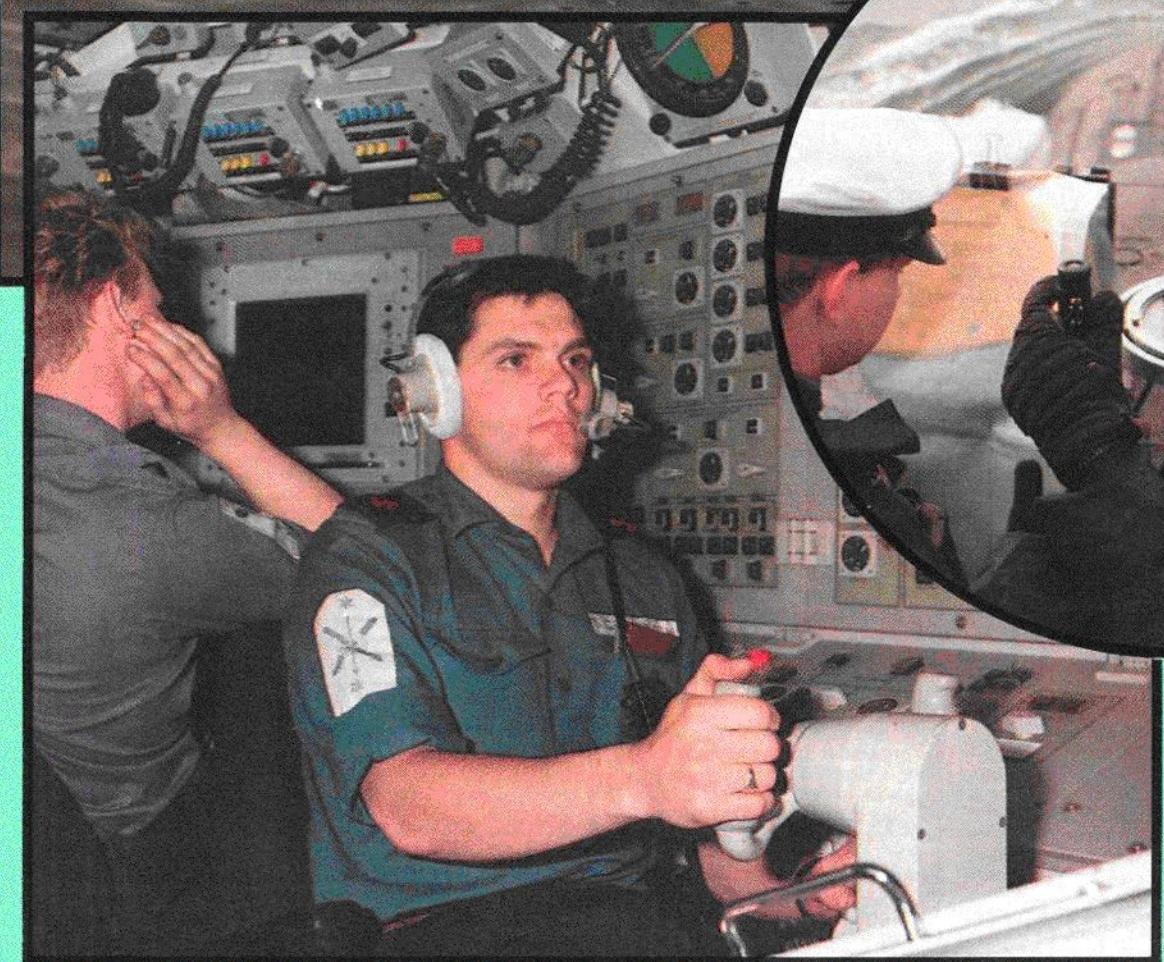
Upholders are too." The outstanding problem is the charge system. Submarine accidents occurred when bow caps and rear doors have both come open at once — and the *Thetis* in Liverpool Bay in 1939 a has been employed in every submarine this eventuality.

In Upholder's case, her command believe the system is quite safe taking no chances.

"We know the solution, which has Submarine School, and we are awaiting to put it right. Once it has been the safest submarine that has ever been built, because it's really a question of importance of very high standard.

"Were we to go to war tomorrow, we were 99.9 per cent safe — but I was sure. The system as it stands is perfect for weapons — whatever anyone says more than the teething troubles of any new class of submarine, certainly we have experienced in the past, and first diesel submarine built for the last 10 years.

"One of the people we have taken first engineer officers for the Oberon they had enormous problems besides insignificance. Once they had both stranded at sea, being swept round

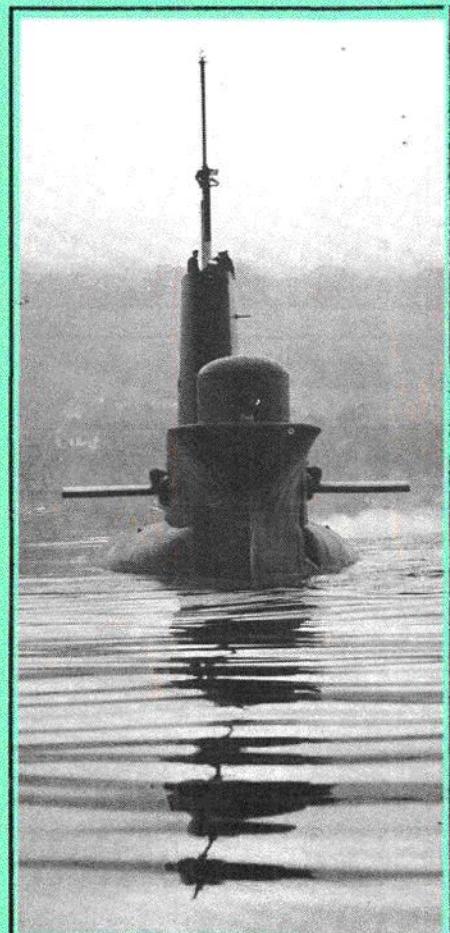
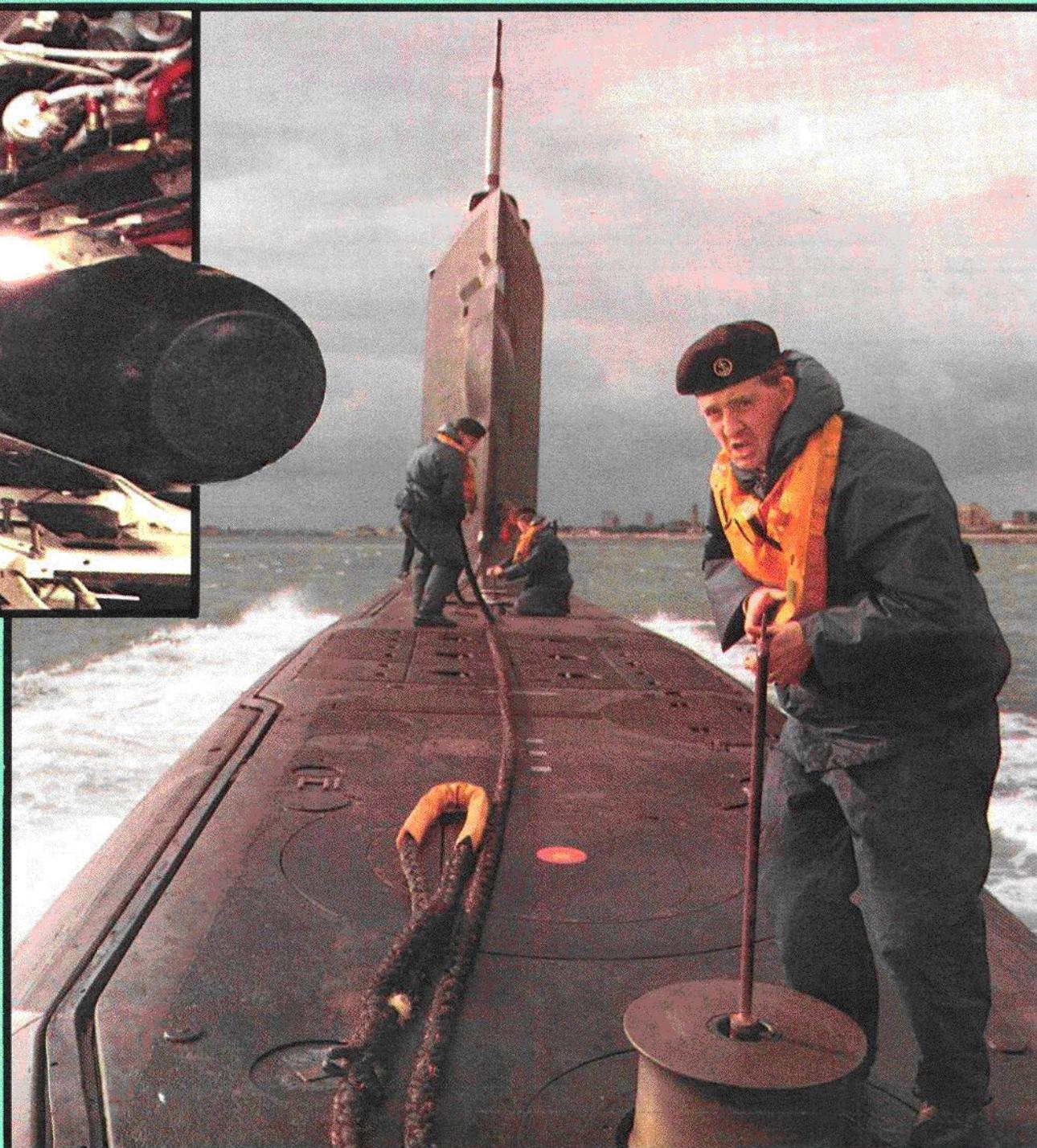
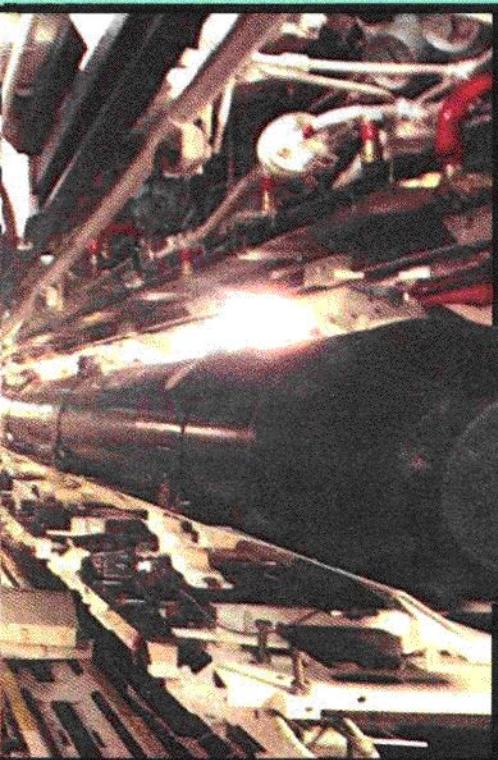
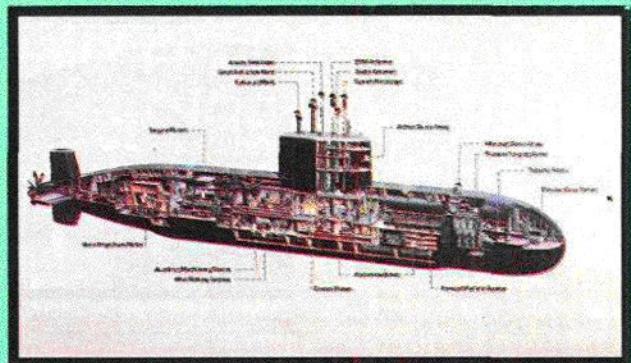


● Top, inset — L S (TSM)  
Steve Nicholson, an 'Upholder'  
for 3½ years, at the periscope.

- Left — L S(S) Simon Goodingson at the helm.

● Above — Lieut.-Cdr Ian Stal-  
lion on the bridge, with Lieut.  
Mark Merrifield, RAN

Since her launch nearly five years ago, HMS Upholder has often been in the news — and not all of it has been good. But she is the first conventional submarine to be built for the Royal Navy since the last of the Oberon Class HMS Onyx, in 1966 — and her "teething troubles," says her commanding officer, are no more than you would expect.



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Upholder represents a quantum jump in capability over the trusty Oberons, particularly in her short transit underwater speed endurance capability and in her silence of operation — and the Oberons themselves were for long declared to be the world's quietest.

She cost half as much to build as a nuclear boat, costs much less to maintain and requires less than half as many men to operate her.

"Anyone who buys an Upholder will be getting Trafalgar technology on the cheap in many ways — but we can't do everything an SSN can. We're not so fast so, in a crisis, we couldn't deploy to a remote part of the world as quickly.

"But we can go closer inshore. We're fitted to bottom and so we're more likely to be involved in inshore opera-

*"We would make any nuclear submarine that came up against us extremely anxious"*

tions, laying mines, doing periscope reconnaissance. Realistically, because we're a less valuable asset, we are even more likely to be used for work in shallower water, yet we were originally designed as a deep water anti-submarine warfare platform — and we excel at that, too.

"Because we are a diesel submarine with a smaller draft, we have quite a few strings to our bow. In some ways we actually have advantages over the nuclear boat

in our ASW role — we are extremely quiet and manoeuvrability and we would make any nuclear submarine that came up against us extremely anxious.

"You put this boat in the same piece of water as a nuclear submarine and we would have a very good chance of coming off best."

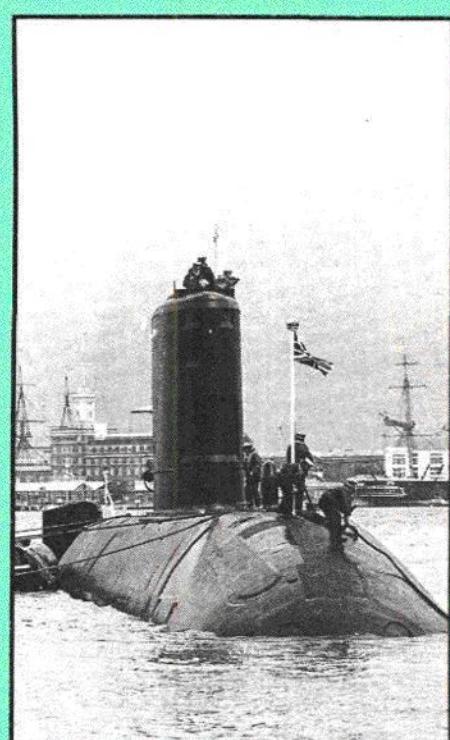
Upholder, her slower speed notwithstanding, is still a useful asset for combatting local troubles. Because of the political implications of using a submarine with a nuclear reactor in some parts of the world, she even offers a green alternative, Lieut.-Cdr. Stallion suggests. But meanwhile, the old rivalries between nuclear and conventional submarines are fast disappearing.

"My ship's company contains far more nuclear-trained submariners than ever the Oberons did and soon they'll become completely interchangeable. The routines we run are the same — at the front end the WEs and the seamen might as well be in a *Trafalgar* Class boat from the point of view of the training. All the training is now done on the surface."

"All the accommodation is nuclear standard, with separate mess decks, sleeping and recreational space, so coming from an O boat feels like going to a modern, smart, clean submarine from an old-fashioned tube."

smart, clean submarine from an old-fashioned tube. Having completed her safety work-up and a set of sonar trials, Upholder has been enjoying a welcome summer break in the Mediterranean. Meanwhile her sister submarine HMS Unseen has arrived at Gosport — the second of

- **Hero of the Upholder**, by Jim Allaway, the story of the first Upholder that was the Royal Navy's top-scoring submarine of the Second World War, is published by Airlife at £16.95.



**Pictures:  
LA(Phot)  
Steve Saywell**

## Massed bands pay birthday tribute to the Duke

HORSE Guards Parade resounded to the music of the Massed Bands of the Royal Marines as on three consecutive evenings the ceremony of Beating Retreat was enacted to mark the 70th birthday of the Duke of Edinburgh, Captain General Royal Marines.

On the final evening Prince Philip himself took the salute; on the previous nights it was taken by Vice-Admiral Sir Kenneth Eaton, Controller of the Navy, and Lieut.-General Sir Henry Beverley, Commandant General Royal Marines.

The Queen was among those who watched the impressive spectacle, as were the Princess of Wales, Prince Edward, the Princess Royal, Princess Margaret,

Prince and Princess Michael of Kent, Princess Alexandra and the Hon. Sir Angus Ogilvy.

The bands, comprising those of CINCNAVHOME, CINCFLEET, Flag Officer Plymouth, Britannia Royal Naval College, Royal Marines Commandos and RM School of Music, were under the direction of Lieut.-Col. John Ware.

Picture: PO(Phot) Al Campbell



## At Your Leisure

# Throwing light upon the gloom of the Great War

"SHELLS were scorching all round us and as they whizzed by the bridge and the deck I could feel the rush of air. One hit the corner of the fore turret casing, glanced off and tore through the deck into the sick bay, crumpling and tearing steel plating as though it were paper . . ."

Thus PO H S Welch on the Battle of the Falkland Islands — virtually the last fight at sea in the old tradition of warships v warships with no other elements involved.

With the events of 1914-18 fast fading from living memory any new collection of previously unpublished first-hand accounts is welcome. Yet those Malcolm Brown has woven together for *The Imperial War Museum Book of The First World War* (Sidgwick & Jackson, £25) have an all too familiar ring.

Welch's observation that the ship's company of HMS Kent "looked like a lot of schoolboys going away for an outing" seems to have prefaced almost every reminiscence of the early engagements of the war to end wars.

The Lower Deck, too, it seems, used the same jingoistic, sporting idiom — "the enemy was still game, but I could see that we were getting the upper hand" — favoured by their superiors. This was the way people spoke then — it is not the invention of novelists and film scenarists whose now dated styles of speech probably mirrored the actuality more closely than we tend to believe they did.

The black-and-white or sepia-toned photography of the era shows up the grimy reality of naval shipboard life in those times as accurately as it does the muck of the trenches — and gives the lie to the romantic imagery of this sort of prose.

Perhaps colour photography, had it been available, would not have alleviated the gloom — the palettes of nearly 70 artists paraded by Nigel Viney in *Images of Wartime* (David and Charles, £30) are largely monochromatic — endless vistas of dun-coloured, pulverised landscape under skies stained with lyddite.

Even the — sadly few — nautical subjects included in this collection from the IWM's store have a predominantly rusty tinge. It is well-suited, at any rate, to Stanhope Forbes' charming study in oils of 'WRNS Ratings Sail-making' on board the armoured cruiser HMS Essex that really belongs to an earlier period of genre painting but still captures the period rather better than the modernistic treatments of the likes of Paul Nash and Stanley Spencer.

— JFA



One of the Imperial War Museum's paintings reproduced in *Images of Wartime* is Stanhope Forbes' 'WRNS Ratings Sail-making'. The setting is on board HMS Essex at Devonport in 1918. Sails were needed for the ship's boats.

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# Media squirmishes and PR exercises

WITH entries including the Gulf War, each cross-referenced, as in this case, to include a typical dozen or so related topics, *The Penguin Encyclopedia of Modern Warfare* (Viking £18.99) can claim to be a readily accessible short guide to wars waged with the benefit of advancing technology — which military commanders have often found to be a two-edged sword.

It begins with the Crimean War, where the logistic chaos of the British component and the appalling condition of the wounded led to reforms of supply and medical services, but in which government intervention by telegraph actually had the effect of delaying the successful investment of Sevastopol.

Nowadays the advantage of high-speed communications may be outweighed, from the military point of view, by the fact that the information they convey may be intercepted by the enemy, not least via the TV screen — though of course the media may be deliberately manipulated.

Compilers Kenneth Macksey and William Woodhouse —

who both served in the Royal Tank Regiment — note that Boydell's steam tractor as used in the Crimea was the embryo of the armoured tracked vehicle that was to revolutionise land warfare.

They also make the point that while sail, animal and foot, power sufficed, the demand for mechanically trained artisans in the services was slight and the need for publicity minimal. The coming of the petrol engine and electronics compelled the armed forces to widen their contacts with technical colleges and industry, which created exchanges in personnel and cross-fertilisation of ideas.

The need for public relations to bridge the gap in under-

standing with civilian organisations led to links with the information media which naturally overlapped into the fields of psychological warfare and propaganda — concepts that are hardly "modern" but whose application grows ever more sophisticated.

— JFA

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## WHERE WE WERE FOOLED BY PEPYS

SAMUEL Pepys has led us to believe that the Navy was largely inactive between the Third Dutch War of 1674 and the outbreak of William III's war with France in 1689.

But this was mere propaganda, designed to point up the corruption that had occurred during his five years' absence from the Admiralty. Dr Sari Hornstein's detailed examination of *The Restoration Navy and English Foreign Trade* (Scolar Press £39.50) suggests, on the contrary, that it developed an efficient system of trade protection, developing convoys with regional squadrons — mostly in the Mediterranean rather than in our overseas colonies, which allowed English Merchants to gain a valuable edge in this lucrative trade.

In this period the Barbary Corsairs were seen to pose the principal threat to English shipping and Charles II's decision to abandon Tangier has been much criticised by modern historians.

Yet Dr Hornstein makes it clear that Tangier's harbour was anyway unsuitable for servicing the squadrons of Narborough and Herbert — and never developed into a port of any commercial importance. Gibraltar was much more valuable strategically; although it did not become an English possession until 1704, it was much in use as a Naval base for most of the period covered here.

It was simply not necessary for England to have a Mediterranean possession in order to obtain the freedom of other Mediterranean ports — or to command the respect of the Barbary Regencies. In spite of the loss of Tangier, the naval presence allowed English trade to flourish and restrained the actions of Portugal and Spain as well as those of the pirates.

— JFA



## At Your Leisure



# Sailor king not such a silly-billy

THAT King William IV managed to keep his throne through what was probably the most dangerous political crisis in our history was a remarkable achievement for a king generally remembered as an amiable fool.

He was 64 when he came to a decidedly shaky throne — thanks to the excesses of George IV, who though despised in his lifetime was probably the most intelligent and artistic of all our monarchs.

The erstwhile Duke of Clarence had no political experience or qualities and was by turns embarrassingly frank, stupid and obstinate — yet to his credit recognised many of his own shortcomings and was ready to listen to advice.

The whole of his seven year reign was filled with political upheaval attended by the Reform Bill. The word "socialism" was first coined in this period, which saw the scandal of the Tolpuddle Martyrs, the first British Factory Act, the Poor Law Amendment Act and the Municipal Reform Act to revise local government — heavy stuff for a simple sailor to cope with.

For William was, of all the British monarchs who have claimed to rule the seas, the only one who was truly a professional seafarer — and saw himself as a naval officer first and foremost.

As such, his first career deserves closer examination, and this Tom Pocock provides in *Sailor King* (Sinclair Stevenson £18.95), a biography that is

many ways a companion to his recent, highly-acclaimed study of Nelson.

Nelson, with his huge talent for friendship, became a friend early on in the future King's naval career — which may have been largely undistinguished but led him to a remarkable appreciation of the need to modernise naval gunnery and the value of steam propulsion when the office of Lord High Admiral was recreated for him in the years shortly before his accession.

### Cherished

He resigned after a series of disagreements with Admiral Cockburn, who immediately set about undoing William's most cherished reforms, preferring the old-fashioned broadside to techniques for concentrating gunfire and considering the introduction of steam was "calculated to strike a fatal blow at the naval supremacy of the Empire." Perhaps William was not such a "Silly Billy" after all...

In his dealings with his men William was a firm disciplinarian but showed much of Nelson's care for the individual. After his first brush with the enemy — serving in the Prince George under Rodney at Cape St Vincent — the young Midshipman visited his old "Sea

Daddy", one John Adams, who had lost a leg in the action.

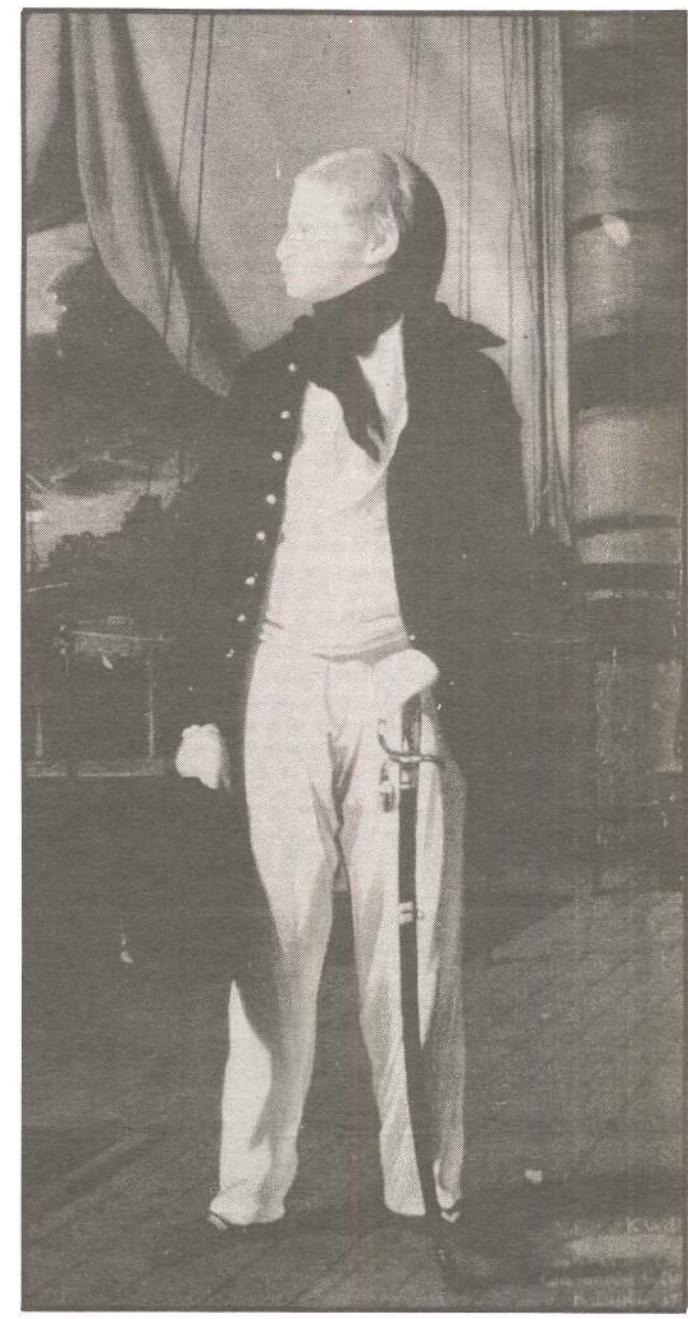
"Well, my Royal William, I am now a sheer hulk for life, my starboard timber's gone and I shall go no more aloft," the old seaman observed. The Prince told him not to worry. He applied for him to enter Greenwich Hospital and paid him an annuity from his own funds — and later made a point of looking him up.

When conducted round the pensioners' wards, he criticised the system of housing some in comfortable "show wards" which were on view to visitors, whereas most lived in bleak dormitories which outsiders never saw — an appreciation which showed the true sympathy he felt for the men who served under him that would later be evidenced in the character of King Edward VIII.

This hard-drinking, womanising, bluff Hanoverian is shown to be a lot more amiable than any of his brothers, the notorious Royal Dukes who were anathematised by Victorian society. A sailor King — and a sailor's king, too.

— JFA

Pictured right: Prince William Henry, who later became Lord High Admiral — the last monarch to hold the title before the present Queen — painted by Benjamin West.



## CREAM OF THE WEST COUNTRY

TO LARGE sections of the Navy the West Country represents home or familiar territory. But a handy paperback word-picture of the scenery, historic towns, fishing ports, gardens and beaches of Cornwall and the Scillies, Devon and Somerset serves to remind anyone tempted to take it all for granted of the diversity of attraction of this premier holiday region.

The "don't miss" places and "second division" recommendations make useful reading, as does the selection of recommended hotels, b. and b. spots, restaurants, pubs and cafes. *The Which Guide to the West Country* is published by the Consumers' Association and Hodder & Stoughton at £9.95.

# YUPPIES REFUSE TO LAY DOWN AND DIE

EXTINCT species: the 60s hippie, the 70s punk — and by now, perhaps, the 80s yuppie? At any rate, the word has largely dropped out of fashion, even if the type it describes may linger on. He lingers, at least, in two of this month's film releases. Yuppie No. 1 is James Spader in *White Palace*.

He's a thrusting young advertising executive, wealthy, leading an ordered, aloof sort of life. Then one night while out driving he's involved in the running over of a black youth. He's arrested, the case escalates into a *cause célèbre*, and the film goes off on a satirical Cook's tour of the legal, political and media circuses of New York City.

Against all the odds, they fall in love, and the film recounts the agonies and ecstasies of this unlikely, likeable couple's relationship. Spader looks like a potential star of the 90s, while Susan Sarandon is on Oscar-winning form as the wayward

waitress. And... don't let this get around... it's very, very sexy.

ginal should find much to enjoy.

New York gets another go-



### Screen Scene

**Yuppie No. 2** is Tom Hanks in *Bonfire of the Vanities*. He's a thrusting young bond seller, wealthy, leading an ordered, aloof sort of life. Then one night while out driving he's involved in the running over of a black youth. He's arrested, the case escalates into a *cause célèbre*, and the film goes off on a satirical Cook's tour of the legal, political and media

circuses of New York City. Having pulled off the perfect heist, it only remains for the robbers to drive from the bank to the airport. Except they're in NYC, that city of dreadful night, and the drive occupies the other two-thirds of the picture.

It's slightly reminiscent of John Cleese's *Clockwise*, with a simple journey sent haywire by an endless series of comic frustrations.

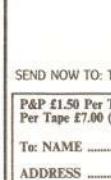
Bill Murray stars alongside the beguiling Geena Davis.

Finally, a couple from off the assembly line, *The Hard Way* is another in the opposites-forced-to-be-partners cycle. In this case it's James Woods as the toughest cop on the force ordered to babysit Michael J. Fox as a pampered film star researching his next role. Most of what one would expect to happen in such a situation duly happens, but it's all agreeably put across, and Woods is his usual dynamo of barely controlled aggression.

*Look Who's Talking Too* repeats and extends the winning formula of the first LWT by giving toddler Mikey a sister to contend with, and having them both chunter away on the soundtrack via the voices of Roseanne Barr and the busy Bruce Willis — not to mention Mel Brooks as The Voice of the Toilet.

— Bob Baker

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# At Your Service

## Calling Old Shipmates

**HMS Triumph:** Ex-crew members of the wartime submarine HMS Triumph please contact 0229 823255.

**HMS Corfield:** George Rouse, 54 Lostwood Rd., St. Austell, Cornwall PL25 4JR would like to hear from old shipmates who were dispersed after the ship was mined off the Lincolnshire coast.

**HMS Diana (1954-56):** Brian Snow, 226 Kimberworth Park Rd., Rotherham S61 3JG, would like to contact old shipmates in particular Roland Gill, from Hull, and Bruce Pearson, from Manchester.

**HMS Obedient (1945-47):** Ex-L.T.O.(LP) Les Cole, 234 Gosforth Lane, Watford, Herts WD1 6PG, would like to hear from any ex-ship's company especially ex-C.H.E.R.A. Stan Wingfield and ex-L.S.H.D. (Ping) George Brumpton.

**Aladdin, Mombassa 1944:** The local RN Communications Sports Club presented the first-ever pantomime in Jan. 1944. Any participants are invited to contact R. H. (Jimmy) James, 18 Sycamore St., Hoppers Crossing, Victoria, Australia 3029.

**HMS St. Vincent 250 Class (1937-38) and HMS Nelson 58 Mess (1942-45):** Ex-POTEL Don Aufret, Nirvana, 167 Quenness Park, St. Brélade, Jersey JE3 86D, would like to hear from old shipmates.

**TS Bounty (1941):** E. France, 1 Burlington Ave., Thronbury, Bradford, West Yorks BD3 7DY (tel 0274 665980), would like to hear from Robert Standing of Worthing. They entered HMS Victory in 1941 and were signed on into the Navy together in the Wireless Telegraphy Branch. The contingent were transferred to HMS Collingwood on March 29 1941 after a heavy air raid in Portsmouth.

**AMC Queen of Bermuda, HMS Valiant; Ex-AB James (Ginger) Devine** would like to hear from any old shipmates from the Second World War period. Please contact him at 39 Dufferin Av., Bangor, BT20 3AB, Northern Ireland.

**HMS Diana (1945-56):** Are you interested in renewing old friendships? A few of the old crew are in touch and looking for others. Please contact Mr. J. W. Kay, 44 Dundale Road, Liverpool, L13 5TR (tel. 051 228 6035).

**HMS Zetland:** Mr. W. Carswell, PO Box 524, Ramsgate 4285, Rep. of South Africa, would like to hear from any old shipmates.

**HMS Howe:** Mr. W. Barnwell (ex-PJX 427826), 17 Southfront, Walshead Park, Prescot L35 3PS, would like to get in touch with ex-shipmates who served with him during the last war.

**HM Ships Holcombe 2nd Crocus:** Ex-Ldg Stoker John Venton, 110 Carlyle Road, Manor Park, London E12 6BS (tel. 081 514 2309) would like to contact with old shipmates and news of HMS Holcombe Survivors' Reunion.

**HMS Calendula K28 (1941 Freetown):** Who remembers Edwin, an Australian (some say South African) joined ship Freetown, possibly for passage to UK. Asdic rating? Any information, no matter how small will be appreciated. F. J. Cable, 382 Moorside Road, Flixton, Manchester M31 2TL (tel 061 747 7005).

**HM Ships Fisguard and Condor (1948-51) Artificer Apprentices from Anson Division, in particular Nobby Prior, Joe Cooper and Dave Renshaw are asked to contact Chris Lepper, Anthorn, Horton, Avon, BS17 9QT (tel. 0272 314978).**

**HMS Ganges 1940:** Ex-T.O.V/S Dave Bywater, 29 Jackson St., Toorak, Victoria, Australia 3142, would like to hear from shipmates from V/S Class 222 instructor CYS V/S1 Meech.

**HMS Newfoundland (HMS Adventure):** Anyone knowing Ron's whereabouts please contact Dennis Kelly, 43 School Lane, Aintree, Liverpool L10 8JA. Last known to be living in Brighton.

**ML237 (1945-47):** Ex-AB Ossie Kirkpatrick would like to hear from old shipmates. Contact him at 48 Annandale Crescent, Lichfield, Staffordshire.

**HMS Kemerton (1962-62):** Colin Brett, 14 Marquis Gardens, Barnby Dun, Doncaster DN3 1DX (tel. 0302 883331), would like to hear from old shipmates with view to a reunion in Edinburgh Sept. 1992.

**HMS Lowestoft (1939-45):** Peter Watts, 11 Boundary Dr., Gr. Crosby, Liverpool L23 7UY (tel. 051 924 0977), served in HMS Lowestoft 1944-45 and is hoping to compile a history of the ship. He would be pleased to hear from anyone who served in her during the Second World War, specially Gunner G E Martin, Warrant Engineer F C Love or anyone on board when she was rammed by FLEET Leopard in July 1942.

**HMS Aeone (1943-46):** Ex-L.S Bob Woodford, 22 Merryfield Approach, Leigh-on-Sea, Essex SS9 4HJ (tel. 0702 77021), would like to contact old shipmates.

**HMS Whiby (1956-57):** John Nicholson, 194 Brighton Rd., Lancing, West Sussex BN15 8LJ, would like to hear from old shipmates, in particular ex-stores accountant David Carr.

**Singapore (1950-53):** Ex-stoker mechanic George Mansey, 15 Barlows Rd., Teddington, RG26 6NA, would like to hear from his best man Norman Lane, last living in the Northampton area.

**HMS Pelican (1954-56):** M Bradford, Flat 28a High St., Pershore, Worcs WR10 1BG, would like to hear from old shipmates.

**HMS Kemerton (1962-63):** Colin Brett, 14 Marquis Gdns., Barnby Dun, Doncaster DN3 1DX, would like to hear from old shipmates with regard to a reunion to be held in Edinburgh Sept. 1992.

**HMS Bushwood (1944-46):** A G Shail, 47a Albany Rd., St. Leonards-on-Sea, East Sussex TA38 0LJ, would like to hear from old shipmates.

**HMS Venetia (sunk by mine Oct. 19 1940):** Ex-AB Graham New, 144 Beech Ave., Swindon, Wilts (tel. 0793 495815), would like to hear from old shipmates, especially fellow survivor L/Tel Andrew Wilson, of Kirkcaldy, Fife.

**HMS Albion (1969):** Former shipmates of ME Allan Banks please contact Mark Harries, 23 Partridge Gardens, Cowplain, Portsmouth, Hants.

**HMS Troubridge (1946-48):** Ex-ABST Jim (Dixie) Dickson, 2 Hawthorn Hill, Hamilton, ML3 7LR, would like to hear from Alfie Hedges, last known address Stepney, London.

**HMS Mounts Bay:** R. N. Holder, 10 Harris Court, Hillcrest Road, Hockley SS5 4QD would like to hear from Wally Barnes, Bill Rawlins, Rosey Lee, Sid Draper, Pony Moore, Bogey Knight, Geordie Rowlands and Paddy Wylie with a view to a reunion.

**HMS Falcon (1954-55):** George Austin (tel. 0245 352 494) wishes to contact the other three Yeoman of Signals, John Kipling, Buck Taylor and Paddy Ireland who served with him in the Far East.

**HMS Phoebe:** Ex-signaller Ken Lawrence, who emigrated to New Zealand, would like to hear from Nobby Clark, Ted Lunn and Buck Taylor or any other communications staff as he is returning to Britain for a visit in 1992. Contact him c/o D. R. Deaney, 55 Beaumont Way, Hazlemere, Nr High Wycombe, HP15 7BD (tel. 049 718237).

**HMS Theseus:** David McCubbin, "Ailsa", 49 Park Avenue, Barbourne, Worcester WR3 8AJ, would like to hear from shipmates from 807 and 810 Sqns who served with him during the Korean War.

**HMS Mounts Bay:** R. N. Holder, 10 Harris Court, Hillcrest Road, Hockley SS5 4QD would like to hear from Wally Barnes, Bill Rawlins, Rosey Lee, Sid Draper, Pony Moore, Bogey Knight, Geordie Rowlands and Paddy Wylie with a view to a reunion.

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**HMS Eskimo (Tribal) Assn. (1939-45):** are holding their third reunion at St. Edmunds Hotel, Gorleston-on-Sea, on Sept. 27-30. Details from Joe Aytoun, 0268 785436.

**HMS Wescott Club:** Five years on from the ship being adopted by Morecambe and Heysham during Warship Week, surviving shipmates are attending a reunion and civic reception in Morecambe on Oct. 25-27. Anyone wishing to attend should contact C. W. Fairweather, Stable Cottage, Colchester Rd., West Bergholt, Colchester CO6 3JQ (tel. 0206 240614).

**Russian Convoy Club:** The next meeting of the North and East Midlands branch will be held at the RNA Club, Coulson Rd., Lincoln at 11am Oct. 26. Any queries please contact Roy Willis, 19 Lindsey Close, West Bessacarr, Doncaster (tel. 0302 538191).

**Ton Class Assn.:** A social weekend has been arranged on Nov. 15-16 at the Falcon Hotel, Chapel St., Stratford-upon-Avon. Prospective members also welcome. Further details from Mr Jack Worth, "Amethyst" Lerry, Lostwithiel, Cornwall PL22 0QF (tel. 0208 872452).

**Durban's Lady in White:** Following the enthusiastic reception of Perla Siegle Gibson's autobiography a 10-day memorial visit to Durban is being planned for March 16 1992, accompanied by her daughter Joy Liddiard. Return group fare via SAA schedule flight is £675. S.A.E. for details from Sam Morley, 113 The Ridgeway, Northwark, K1S 2Z1, Canada.

**Coder Ronald Linker (HMS Adventure):** Anyone knowing Ron's whereabouts please contact Dennis Kelly 43 School Lane, Aintree, Liverpool L10 8JA. Last known to be living in Brighton.

### Over to You

**Cdr. James Campbell Clouston:** For a biography of the late commander, piermaster of the east mole at Dunkirk in May/June 1940, author wishes contact with anyone who served under his command in HMS Iris or who knew this officer in any capacity either prior to the war or during Operation Dynamo. Please contact Brian Jeffrey Street, 85 Hopwell Ave., Ottawa, Ontario, K1S 2Z1, Canada.

**The Royal Sailors Home Club, Portsmouth:** is looking for new members. Ex-RN, RM WRENS and QARNNS can enjoy all the facilities including swimming pool, sauna and jacuzzi. Portsea RNA meet there on the last Thursday in every month, membership only £6 per year.

**Burma Star Assn.:** Mullion Holiday Park, The Lizard Peninsula, Cornwall, will play host to over 700 Burma War veterans in Oct. For further details contact Sonia Meaden on 0326 240 000.

**HMS Royal Oak:** Reunion on Friday, October 11 in the Jack Cornwell Bar, RNOC Club, Lake Road, Portsmouth. Service at RN War Memorial, Southsea, 11.15 Saturday, October 12. Service at St. Anne's Dockyard Church, 10 a.m. Sunday, October 13. Details from Mr. H. J. Instance, 26 Southwick Avenue, Portchester, Fareham, PO16 8JE (tel 0705 388960).

**HMS Pegasus (1939):** Any ex-crew who served survivors of HMS Royal Oak in October 1939 would be most welcome at the Royal Oak reunion (Details above).

**20: Italian "human torpedo" attack on shipping in Gibraltar harbour.**

**21: Martlet fighter of 802 Sqdn from HMS Audacity shot down Focke-Wulf attacking convoy in Atlantic — the first escort success. HMS Vimy sunk by Italian submarine in N. Atlantic.**

**8: HMS Croome sank Italian submarine off the Azores.**

**10: HMCS Moosejaw and Chamby sank U501 in N. Atlantic.**

**11: HM ships Leamington and Veteran sank U207 in N. Atlantic.**

**12: Swordfish of 830 Sqdn FAA and 105 Sqdn RAF, based in Malta, successfully attacked convoy off Tripoli.**

**18: HM Submarines Unbeaten, Upholder, Upright and Ursula co-ordinated attack on three large Italian troop transports off Tripoli. Two were sunk, the third damaged.**

**19: HMCS Levis sunk by U74 in N. Atlantic.**

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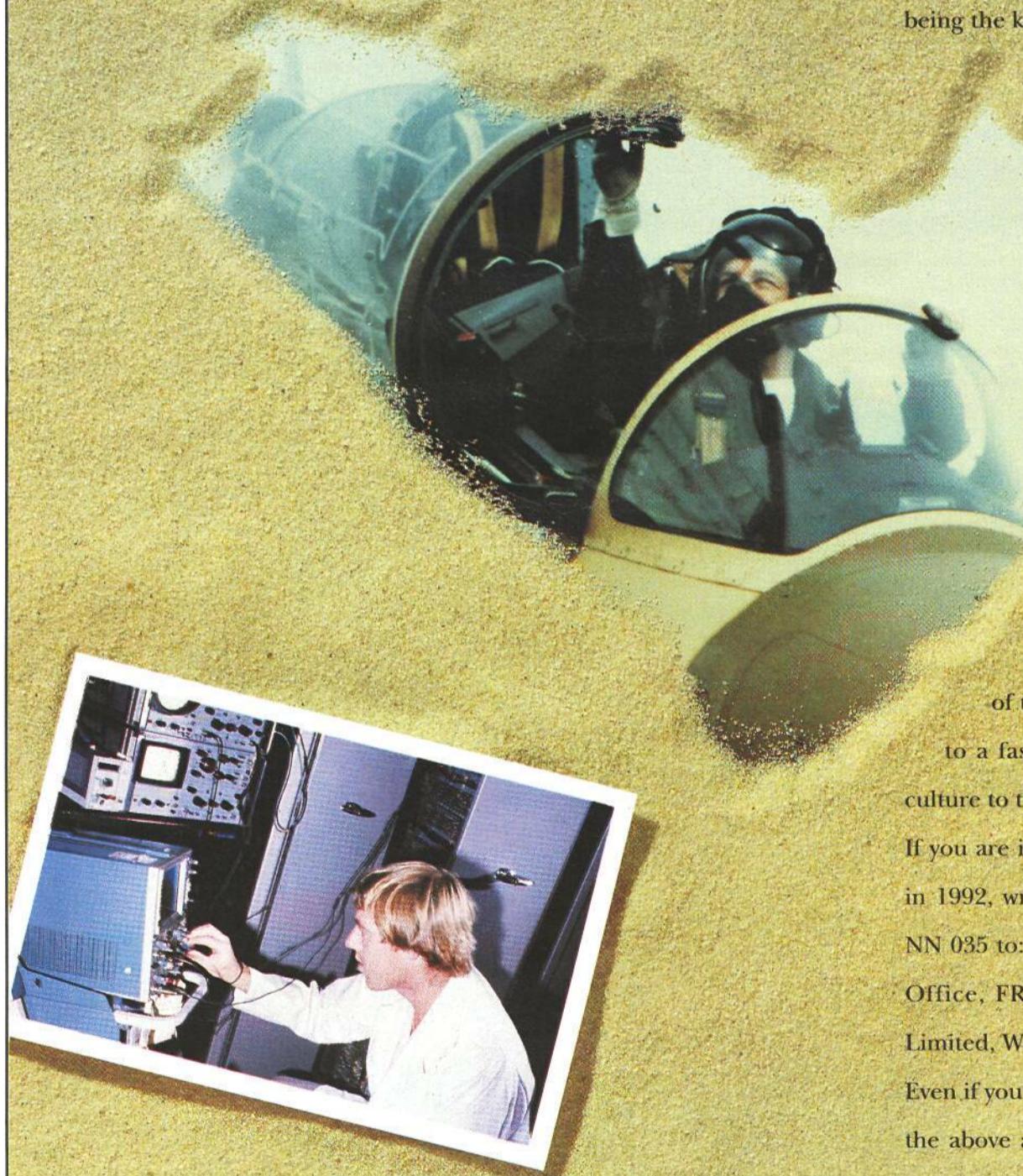
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# HISTORY IN THE MAKING



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If you are interested in becoming part of Project Al-Yamamah in 1992, write enclosing relevant details and quoting ref. no. NN 035 to: The Personnel Department, Al-Yamamah Business Office, FREEPOST, British Aerospace (Military Aircraft) Limited, Warton, Preston, Lancs PR4 1BR.

Even if you are not leaving the Service just yet, why not write to the above address enclosing relevant details and quoting ref. no. PAY 100. Your details will be held in strictest confidence, and you will be kept up-to-date with on-going developments, pending your potential availability.



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# STROLLING ALONG!

NOW that Mable Essex has her Adjustable Stroller to hand she's able to keep a close eye on husband Eric during their weekly shopping trips!

Eric, a former Radar Mechanic, who served in the RN from 1943 to 1946, lives with his wife in

Featherstone, near Wolverhampton.

Mabel suffers from dislocation of three vertebrae and osteo-arthritis of the hips and knees and has great difficulty in moving around.

## Committee

SSAFA wrote to the RNBT asking whether the Grants Committee would be prepared to assist in helping her obtain an Adjustable Stroller, a multi-purpose walker which incorporates a seat for when the disabled person needs to stop for a rest.

At the same time Eric also approached the Teachers' Benevolent Fund since his wife had been a member of that profession when she worked.

The Grants Committee were happy to make a grant of £100 towards the Stroller and the Teachers' Benevolent Fund met the £95 balance required.

The provision of this simple walking aid has improved Mabel's quality of life immeasurably.



## Words of thanks

FORMER Chief Radio Supervisor Victor Smith (64), who served from 1945 until 1967, lives with his wife in Farnham.

When he left the Service, Victor went to work at the RN hospital Haslar but had to retire early in 1989 for medical reasons.

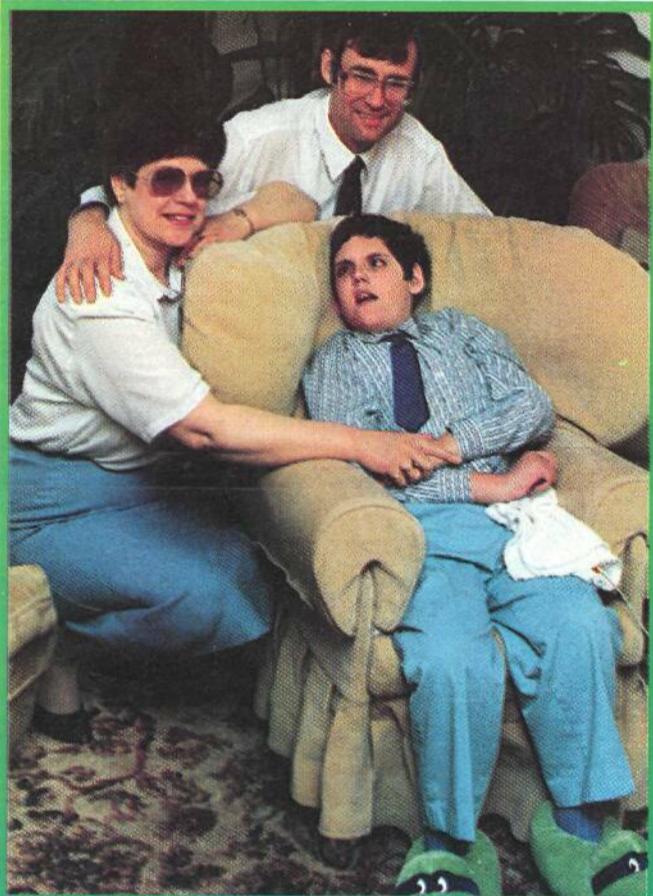
Five years ago he had to undergo a tracheostomy and laryngectomy and to enable him to speak Victor used a Servox Vibrator which was on loan from the hospital.

However, when the equipment became faulty it had to be returned to the manufacturer and there were no spares locally.

Mr Smith wrote to SSAFA who passed the case on to the RNBT and the Grants Committee were pleased to make a grant of £450 towards the purchase of a Servox Voice Vibrator.

In his letter to the Trust, following the receipt of the equipment, Mr Smith said: "On behalf of myself and my wife may I say a big 'Thank you' for your generosity in your purchase of a Servox Voice Vibrator.

"I assure you that life will be much easier from now on for both of us."



## Malcolm's in the chair

THANKS to a grant from the RNBT Malcolm Sinfield (9), son of former POWTR Raymond Sinfield, spends his days sitting comfortably in his own special chair.

Raymond, who lives with his wife Barbara in Hounslow, Middx., wrote to the RNBT about his son who was born with Athetoid Cerebral Palsy and brain damage and who also suffers from scoliosis of the spine and a dislocated hip.

Malcolm also suffers from epileptic types of fits which, with medication, are mainly under control.

Unfortunately he cannot

walk and, apart from the time when he is sitting in his wheelchair which is usually for up to one and a half hours a day, he spent his time lying on the settee in the family living room.

To give Malcolm a variation to his daily routine and to allow his parents more available seating in their home, Raymond decided to look around for a chair which would be suitable for Malcolm's needs.

Social Services helped by identifying the Spa Controller Chair which has a variety of positions and can be altered for comfort.

The Spa Controller Chair was chosen and the Committee were very happy to make a grant of £350 towards the cost of the chair.

Help came from other sources and now Malcolm is able to relax in his very own armchair.

## Cheque boost

CPO John Thompson, chairman of Portsmouth local committee, has been presented with a cheque for £3,000 on behalf of the RNBT.

The cheque was handed over by Maj. Freddie Townsend RM (retd.) and members of the Southampton Trafalgar Association.

The money for the RNBT was raised at a concert held at Southampton Guildhall.

**TODAY — Youth, health, adventure . . .**  
**TOMORROW — Old age, alone in a changing world . . .**  
**In the Trust you have a genuine friend, who follows you through your Service career, and does not leave you at the end of it**

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**RNBT relies entirely upon investment income, donations, canteen**  
**rebate and legacies to carry on its important work**

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**Head Office: 1 High Street**  
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**Gillingham, Kent ME7 5QZ**  
**(0634) 842743**

# Storms, snow and snakes

FROM THE lofty peaks of the Karakorums, to the steamy jungle rivers of Belize and down to storm-battered Smith Island in the Antarctic — three Service expeditions many thousands of miles apart.

Four Royal Marines were included in the party of ten that attempted the virgin summit of Mount Foster (6950 ft) on Smith Island. Access from the sea is extremely difficult, since most of the island is guarded by continuously 'calving' ice cliffs rising up to 500 ft — only three people are known to have landed there before.

In the first week ferocious winds tore away two tents and another fortnight passed before any serious attempt could be made on the summit. This had to be called off at 4,500 ft, after which the weather deteriorated so badly that "all energies had to be diverted to the basic realities of survival."

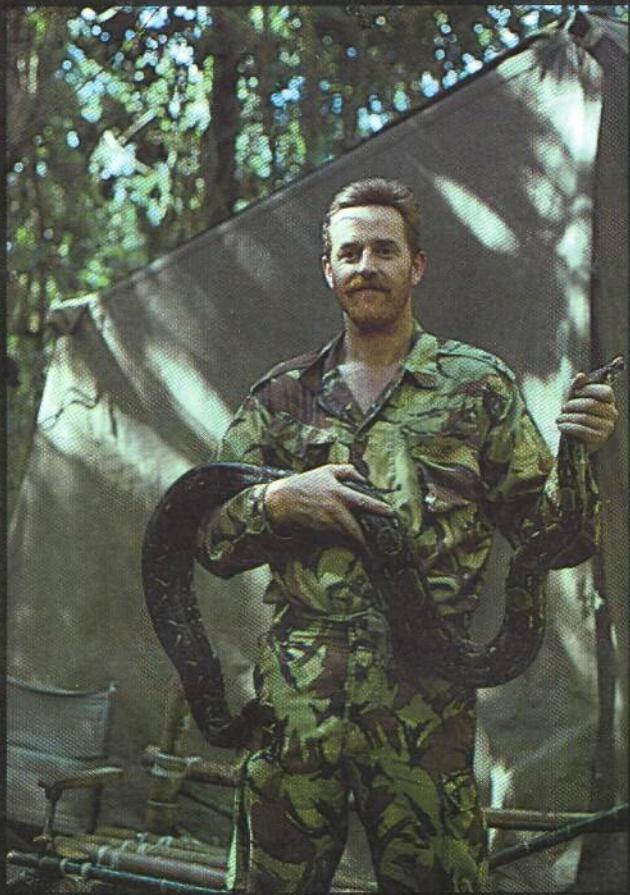
Three members of the party had to be medevaced by helicopter from HMS Endurance. When the ice patrol ship eventually removed the rest of them, they found it difficult to get used to her "excessive heat and noise" and needed a week's break at the British Antarctic Survey emergency hut on Wiencke Island to ease back to normality before the flight back home from the Falklands.

## Wounded

Heavy snowfalls, landslides and avalanches also combined to hold up HMS Cornwall's five week trek through the Himalayas of Northern Pakistan. The Karakorums — home to the Shangri La of 'Lost Horizon' — proved to be nearly as inaccessible as they are described in the story.

Most of the time was spent inching across glaciers, roped together for safety, ascending loose scree slopes and edging round narrow mountain ledges in unseasonably bad weather. Even so, the ten men from the Type 22 frigate and her affiliated regiment, the 1st Battalion Light Infantry managed to overcome altitude sickness and dehydration to reach 15,500 ft.

Visits to the Khyber Pass and the United Nations camp



where the Australian Army instruct Afghan tribesmen in mine clearance filled in the final week. Some of the party donated blood at the International Red Cross Hospital tending wounded Mujahedin.

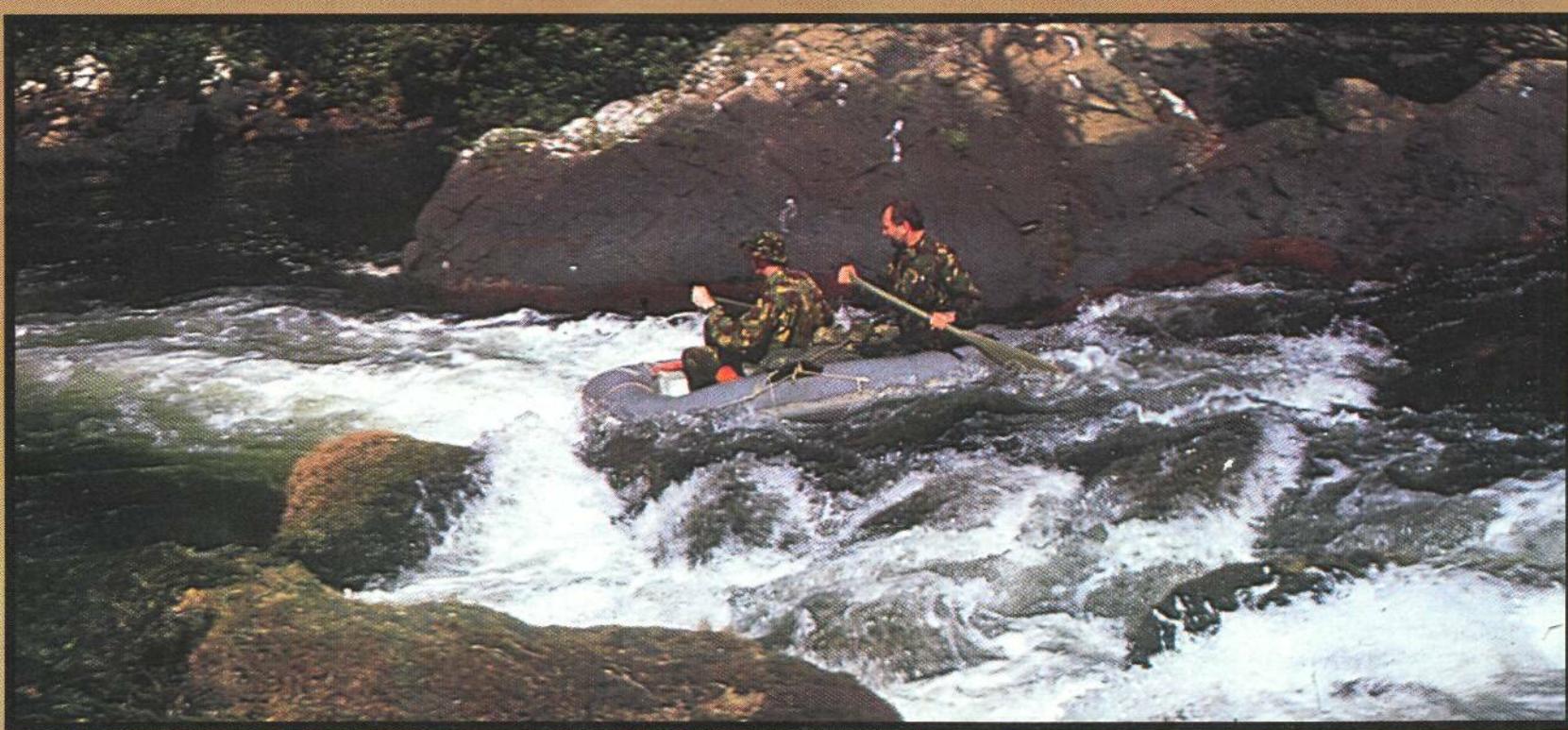
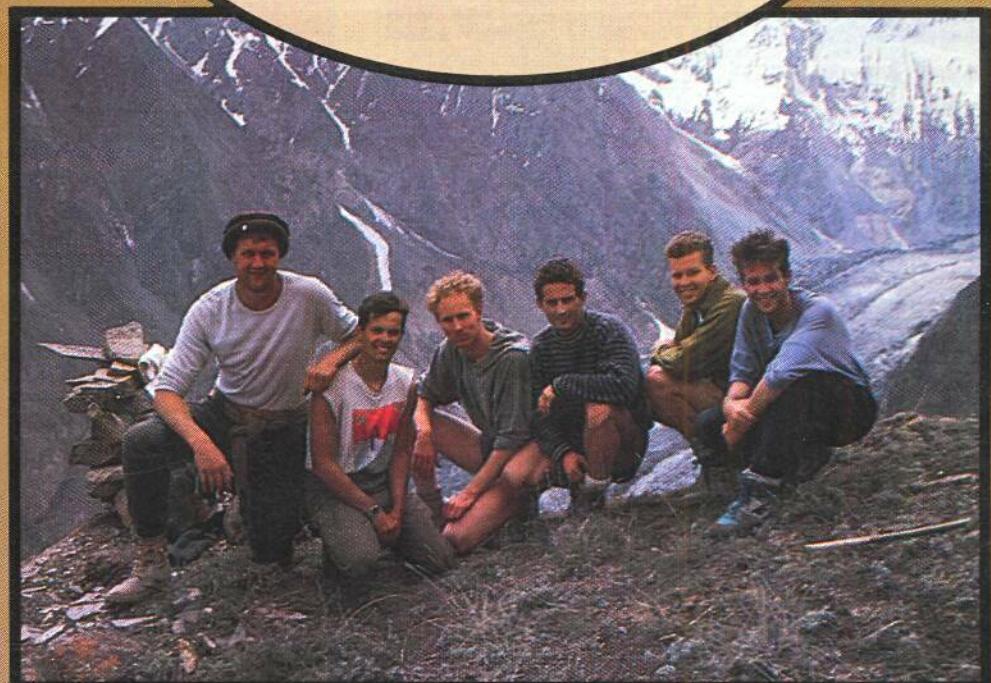
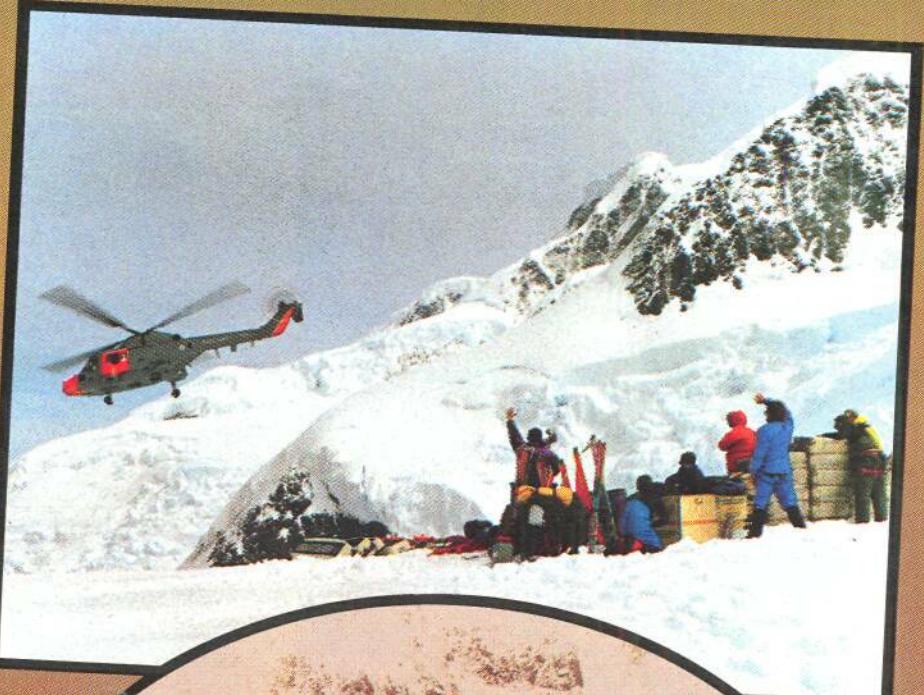
Lieut.-Cdr Amjad Hussain led the group, with Surg. Lieut. Dave MacLeod, Midshipmen Matt Bradley and Jim Clark, LWEMs Ian Goodban and Tim Barton and the AB(R) Neil Rowley (from HMS Cornwall) and Lieut. Guy Keeling and PTEs Mark Wright, Dave Breeds and Spencer Hardman from 1LI).

Warmer climes were experienced by scientists from the British Museum of Natural History, Kew Gardens, Edin-

burgh University, Manomet Bird Observatory in Missouri and the Belize Zoo, making a detailed survey of the flora and fauna of the upper Raspaculo.

They were supported by Captain Alastair Rogers, RM, the expedition leader, Lieut. Jim Hammersley, RN and POMA Pat Parson during the six weeks they spent in this remote area of Belize which concluded with a 54km raft trip, downstream to the nearest road.

A report will now be sent to all the government and scientific institutions involved in the attempt to monitor and conserve the country's biological resources.



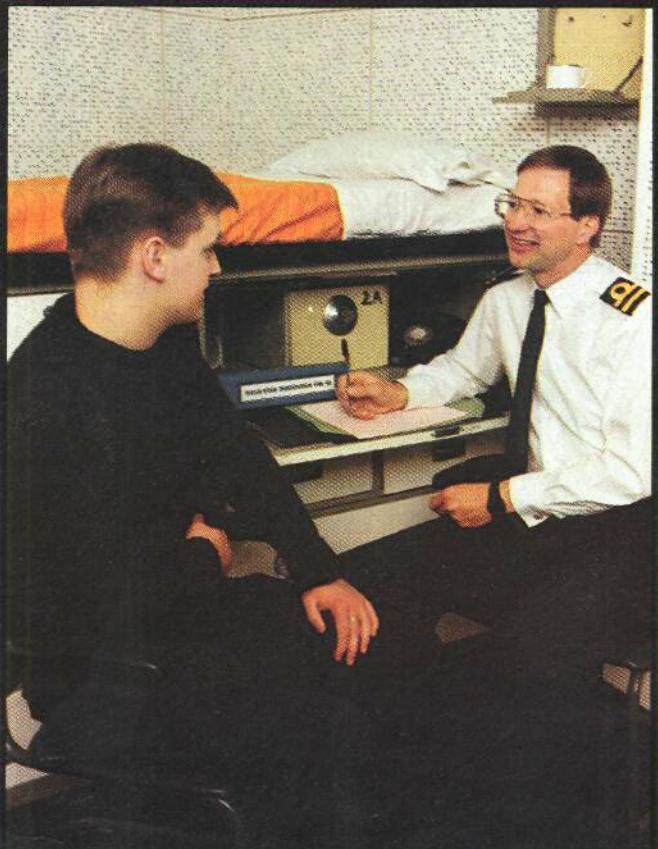
● Above — Overlooking Buatir Glacier in Northern Pakistan are (left to right) LWEM Ian Goodban, A/B Neil Rowley, LWEM Tim Barton, Sur. Lt. David MacLeod, Midshipmen Jim Clark and Matt Bradley.

● Top left — Captain Alastair Rogers, RM, gets to grips with a nine ft boa constrictor that tried to share a camp site on the Upper Raspaculo in a remote part of Belize. The snake was weighed, measured and returned to the wild.

● Left — Lt. Jim Hammersley, RN (right) and Mr. Colin McGillivray of Edinburgh University ride the rapids on a 50km downstream journey on the Upper Raspaculo.

● Top — HMS Endurance's Lynx drops its final load and leaves the Smith Island team alone at the bottom of the world. Inset — the intrepid explorers pose in the style of their illustrious forebears.

## Divisional and Management School



Above: Lieut. Jeff Bridgeman interviews AB Kelvin Donagh in the practical interview suite.

Centre: A fictitious Type 22 frigate, HMS Carlisle, plays an important part in the Divisional Officers Course. The vessel was "launched" by Admiral Sir Brian Brown shortly before his retirement as Second Sea Lord.

Right: Mid. Dominic Hurdall, Sub-Lieut. Neil Hart, Sub-Lieut. Simon Clark and Lieut. Rob Wood. Escape from Whale Island? No, Exercise Dimbulate.

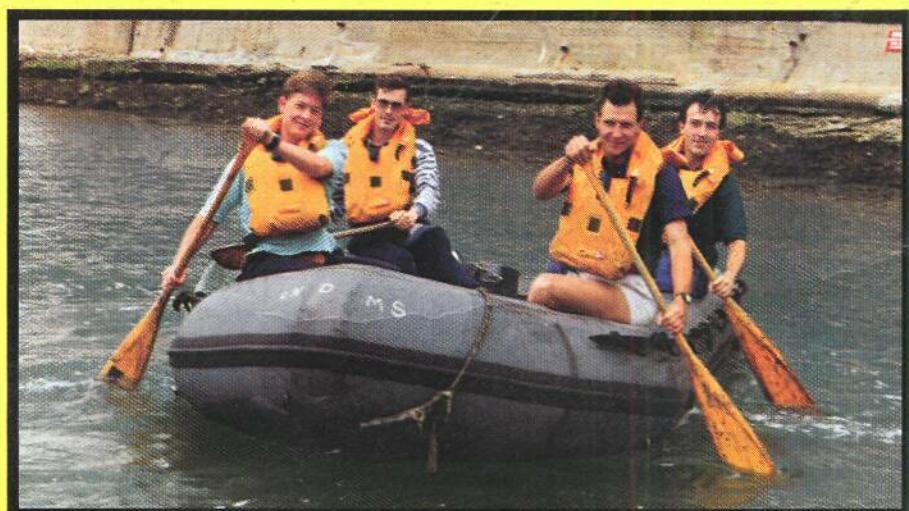
Below: AB Donagh — "the most disciplined man in the Royal Navy" — faces CPOWEA Andy Fewleas, MAA Mostyn Howell and CPOWEA Paul Heanes during Practical Defaulters.

Pictures: LA(Phot) Richard Matthey



*"The only way to keep large bodies of men in order is by dividing and sub-dividing them with officers over each to inspect and regulate their conduct, to discipline and form them. Let the ship's crew be divided into as many companies as there are Lieutenants, except the First Lieutenant, whose care should extend over the whole. The companies to be subdivided and put under the charge of mates and midshipmen and besides this, every 25 men to have a foreman to assist in the care of the men, as a sergeant or corporal in the Army."*

Admiral Richard Kempenfelt, 1779.



## DIVIDE AND CONCUR . . .

SUCCESSFUL man — and woman — management lies at the very heart of the smooth operation of the Royal Navy. The basic managerial framework is the Divisional System, within which ships and establishments supervise, train and advance the members of their companies.

Through this system the general welfare of those ratings and Wrens can also be addressed.

The divisional system can be traced back at least as far as 1755 when Vice-Admiral Thomas Smith issued orders to his captains to organise their ships' companies in divisions commanded by junior officers with the aim of improving discipline, the running of the Fleet and the well-being of sailors.

There were immediate advantages and, although some problems persisted — not least the general mutinies in 1797 — the fundamental principles of the divisional system were accepted.

At the heart of the divisional system is the belief that there should be an obvious link between the commanding officer and the most junior sailor on board. This is provided by DOs and senior rates. The system should be totally integrated into the departmental structure.

The RN Divisional and Management School is situated on

Whale Island and training there is conducted as an integrated package of management skills and the application of those skills to the organisation of a division.

Flagship course is the Divisional Officers Course, aimed at junior officers and experienced CPOs who will be taking on the role of full DOs in their next appointment/draft.

### Practical

Other courses run cater for personnel ranging from Commodores to Leading Hands. And the school is also actively involved in training the Royal Naval Reserve, conducting a two-week Introduction Course for new entry RNR officers.

The DOs course is also two weeks long and includes subjects such as effective management, stress, naval law and administration procedures. Besides classroom work, as many practical exercises as possible are included — interviews, practical defaulters and work on service documents.

At the end of the management module of the course, the class is given a practical exercise called Dimbulate, which teaches team-building. It involves solving a series of clues in the classroom and then finding parts of the puzzle which have been distributed around Whale Island.

Normally this is a popular part of the course, but a lot depends on the prevailing weather!

Another very important part of the Divisional Officers Course is the Carlisle Case Study. In this exercise the student joins a new but fictitious Type 22 frigate, HMS Carlisle.

The department he or she takes over is beset by problems, both of a divisional and managerial nature. Over the period of the course, the student will be required to solve these problems and be asked to conduct various practical exercises.

These include appearing as the DO at Captain's Defaulters and interviewing rather irate members of staff, who invariably are unhappy on board.



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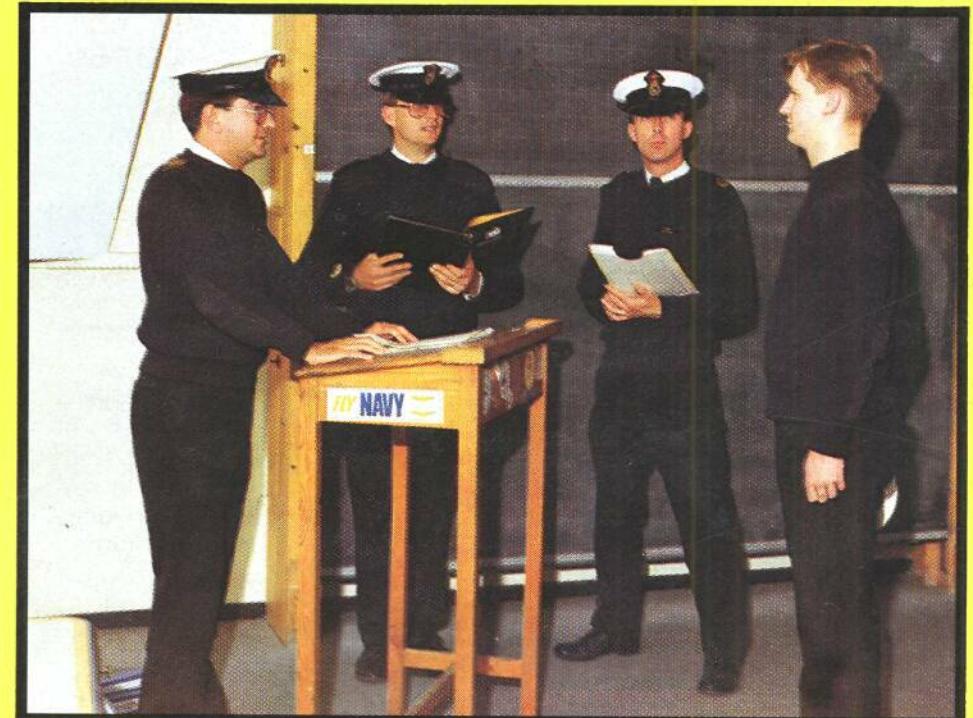
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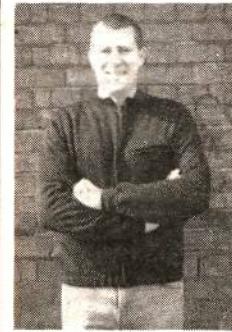
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# Notice Board

## Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in August:

**OPERATIONS BRANCH (SEAMAN GROUP)**  
To CPO(OPS)(M) — P. A. Tanner (Cambridge).

To CPO(MW) — S. J. R. Mansell (ARE Helston).

**(COMMUNICATIONS GROUP), REG. and PT**

To CRS — J. B. Brown (Mercury).

To MAA — M. J. Hennessy (Argyll), S. D. Johnson (York), M. Dowson (RNH Haslar), K. J. Harrison (Glasgow).

**MARINE ENGINEERING**

To CMEM(L) — J. Smith (Cornwall).

To CMEM(M) — A. P. Jones (Defiance FMB).

**SUBMARINE SERVICE**

To CPO(OPS)(S)(SM) — J. R. Sleet (Raleigh).

To CMEM(M)(SM) — D. W. Moodie (Horn).

To CWEM(R)(SM) — S. A. Cooper (Dolphin SMMU).

**FLEET AIR ARM**

To CAEM(M) — R. J. Bowden (DGA(N) JASE MASU).

**CHIEF PETTY OFFICER ARTIFICER**

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in June and July:

**CPOMEA** — P. J. Chandler (Charybdis), C. W. Knight (Sultan), I. D. Lavery (Ocelot), P. Ninnoms (Courageous), S. P. Vickery (Defiance FMB), I. M. Williams (Portsmouth FMRO), P. C. Winter (Boxer).

**ACPOMEA** — A. Brocklehurst (Sultan), J. Coleman (Neptune Mixedman), M. R. Ed-

wins (Sultan), P. Field (Defiance FMB), D. V. Lloyd (Trafalgar), I. P. Mair (Defiance FMB), I. Marsh (Defiance FMB), J. Millar (Flt. Eng. Portsmouth), J. M. Stephen (Neptune NT), N. R. V. Stewart (Defiance FMB), A. J. Wilkins (Sultan).

**CPOAEA(WL)** — C. J. Gardner (829 Flt 211), A. D. Holland (815 Flt 202), A. D. G. McIntosh (Heron), P. Ridout (801 Sqn), S. B. Smith (Invincible).

**CPOAEA(M)** — A. M. Cuckson (815 Flt 219), R. Thomas (RNAS Yeovilton), S. D. Wright (RNAS Yeovilton).

**ACPOAEA(M)** — P. A. Gleisner (DGA(N) JASE MASU).

**CPOWEA** — M. N. Banner (MOD CNSO SCU), T. M. Calcott (Exeter), K. J. Dudley (Trenchant), K. J. Gayton (Ark Royal), S. J. Hemmings (Argonaut), M. E. Hill (CFM Rosyth), R. G. Lee (Neptune SM3), W. Madley (Neptune Mixedman), S. E. J. Pocula (Dolphin SMMU), K. Rule (Defiance FMB), J. W. Screen (CFM Rosyth).

**ACPOWEA** — D. Atkins (Collingwood), S. A. Batey (ACHAN/ELANT), N. P. Crowe (Lord), G. J. Davis (Collingwood), W. J. Nelson (Repulse Port), J. Smart (Arrow), C. M. Williams (SM2(SDG) Devonport).

**ACTING CHARGE CHIEF ARTIFICER**

HMS Centurion has been notified of the following promotions to acting charge chief artificer:

**To ACCMEA** — S. J. W. Patch (Manchester), S. J. Macey (Sultan), P. H. N. Till (Fearless), S. J. MacDonald (Trenchant), N. Lambert (Superb), C. E. Hutchinson (Talent), C. A. Kiculien (Sovereign), S. Hardy (Tireless), R. W. Peace (Superb), S. L. Mannucci (Sceptre), I. M. Rankine (Repulse S), M. J. Sides (Ursula), A. C. McRae (Trafalgar), T. McCabe (Nelson).

**To ACCWEA** — M. N. Middleton (Turbulent), E. R. Tweedale (Mercury).

## Pen Friends

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**Helen** (19), Leeds, Yorks. **Margaret** (35), Luton, Beds. **Tracy** (22), Glasgow. **Diana** (23), Sydenham, London. **Alison** (23), Glasgow. **Jane** (24), Luton, Beds. **Katrina** (25), Alavston, Derby. **Shanta** (17), Huddersfield, W. Yorks. **Joanne** (22), Leeds, Yorks. **Amanda** (26), Derby.

**Bev** (42), Grays, Essex. **Jill** (24), Wallasey, Merseyside. **Josie** (22), Downham Market, Norfolk. **Valerie** (44), Brixham. **Devon**. **Pauline** (23), Glasgow. **Angie** (18), London. **Lisa** (20), Hitchin, Herts. **Alison** (27), Bebington, Merseyside. **Lyn** (35), Ransgate, Kent. **Rita** (42), Edmonton, London.

**Karen** (26), Worksop, Notts. **Anita** (28), Sevenoaks, Kent. **Karen** (26), Dunstable, Beds. **Evelyn** (16), Swindon, Wilts. **Cheryl** (32), Warrington. **Lorraine** (20), Stoke-on-Trent, Staffs. **Cathy** (35), Stafford. **Elaine** (34), Edmonton, London. **Michelle** (20), Stoke-on-Trent, Staffs. **Isobel** (36), Cullen, Moray, Scotland.

**Tina** (24), Portsmouth, Hants. **Clare** (18), Hyde, Cheshire. **Kathie** (45), Deal, Kent. **Tania** (16), Plymouth, Devon. **Martine** (23), Gillingham, Kent. **Karen** (30), Canvey Island, Essex. **Elaine** (36), Kettering, Northants. **Claire** (37), South Wingfield, Derby. **Tina** (34), St Helier, Jersey. **Margaret** (20), Wolverhampton.

**Miss S.** (38), Plymouth, Devon. **Rosemary** (34), Worthing, Sussex. **Karen** (26), Rotherham, Yorks. **Helen** (26), Putney, London. **Hannah** (16), Kettering, Northants. **Stephanie** (20), Arlessey, Beds. **Marina** (23), Hull, N. Humberside. **Alison** (22), Eastbourne, Sussex. **Sue** (30), Weymouth, Dorset. **Averil** (42), Edmonton, London. **Julia** (21), Aylesbury, Bucks. **Anne** (30), Southminster, Essex. **Khadine** (16), Kettering, Northants. **Susan** (42), Oxford.

**Karen** (28), Milton Keynes, Bucks. **Sarah** (20), Wolverhampton. **Dawn** (18), West Bromwich, W. Midlands. **Lucy** (26), Hove, Sussex.

**Caroline** (19), Exeter, Devon. **Julie** (26), Guildford, Surrey. **Lindsay** (17), Llandudno Junction, Gwynedd. **Yolande** (22), Bordon, Hants. **Pauline** (47), Burton-on-Trent, Staffs. **Laura** (17), Witham, Essex.

**Les** (22), Rotherham, Yorks. **Carol** (25), Birmingham, Anne (38), Leeds, Yorks. **Sarena** (22), Orpington, Kent. **Mandy** (17), York. **Jeanette** (30), Pimlico, London. **Jacqui** (24), Stoke-on-Trent. **Diane** (19), Bradford, Yorks. **Lorraine** (28), Bennington, Herts. **Alison** (22), Swansea, Glam.

**Elsbeth** (36), Kirkcaldy, Scotland. **Audrey** (33), Cheltenham, Glos. **Rosalind** (39), Maidstone, Kent. **Imogen** (21), Sutton Coldfield, W. Midlands. **Sally** (19), Birmingham. **Zoe** (20), Calne, Wilts. **Maria** (20), Ashton, Middx. **Pat** (34), Bilton, W. Midlands. **Julia** (25), Redruth, Cornwall. **Linda** (33), Peterborough.

**Rosa** (20), Leamington Spa, Warws. **Christine** (29), Maidstone, Kent. **Kirsty** (17), Truro, Cornwall. **Tracey** (19), Birmingham. **Janine** (23), Gillingham, Dorset. **Miss K.** (30), Bromley, Kent. **Karen** (19), Erith, Kent. **Fiona** (23), Lincoln. **Linda** (27), Leicester. **Sue** (22), South Shields, Tyne & Wear.

**Linda** (26), Gillingham, Dorset. **Tina** (24), Colwyn Bay, Clwyd. **Adela** (31), Colwyn Bay, Clwyd. **Lynne** (17), Wickford, Essex.

**J. Knowles**. Service included HM submarines Porpoise and Taurus. Member Norfolk branch SOCA.

**W. Leverage**. Service included HM submarines Strategan and Thorough. Member Nottingham branch SOCA.

**S. G. Oxley, MBE**, Lieut (retd). Served 1917-51, including HM ships Barham, Hermes, Royal Oak and King George V; also served in submarines. Aged 88.

**D. E. Fitton**, Ex-MEA(P). Served 25 years. Aged 56.

**R. Metcalf**, Ex-RM Bandsman. Founder member, vice-chairman and past secretary Liverpool branch RMA.

The deaths are reported of the following members of the Algerines Association: **G. Stockdale** and **A. Safe** (both ex-HMS Maelmadi) and **W. Ormond** (ex-HMS Michael).

**ROYAL NAVAL ASSOCIATION**

The deaths are reported of the following shipmates:

**T. Ward**, West Ham. Ex-Ganges boy. Served 1924-45. Aged 83.

**R. Hutchinson**, Former chairman and treasurer, Ramsgate.

**AN RNR officer**, Lieut.-Cdr. John McMaster, aged 47, was shot dead and his brother Alan wounded when two men burst into their shop in Belfast in July.

Later a republican paramilitary group admitted the killing.

**THE following candidates have been selected for promotion to Acting Sub-Lieutenant on the Special Duties List:**

**To Acting Sub-Lieutenant (E)(AE)(L):**

**LACCEA(M) K. S. Furnish** and **CPOAEA(M) M. J. Midmore**.

**To Acting Sub-Lieutenant (E)(AE)(M):**

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**LACCEA(M) K. S. Furnish** and **CPOAEA(M) M. J. Midmore**.

**To Acting Sub-Lieutenant (E)(AE)(M):**

**CPOAEA(WL) P. G. Harrison**, and **CPOAEA(R) S. P. Walton** and **R. L. White**.

**To Acting Sub-Lieutenant (E)(MESM):**

**CCMEA(ML) N. A. Bryce**, **ACCMEA(EL) G. R. Ford**, **CCMEA(EL) R. C. Selby**.

**THE following candidates have been selected for promotion to Acting Sub-Lieutenant on the Special Duties List:**

**To Acting Sub-Lieutenant (E)(AE)(L):**

**L**



# Hamburg service to remember the Hood

SHIPMATE Harry James, of Birmingham Central, led a visit to Hamburg to commemorate the 50th anniversary of the sinking of HMS Hood and the German battleship, Bismarck.

A service of remembrance was held in the Bismarck chapel, in Bismarck Forest, where wreaths were laid. Wreaths were also laid on British war graves in Hamburg.

## BRANCH NEWS

Shipmates James wishes to apologise to those who received commemorative envelopes of the Hood and Bismarck incorrectly date stamped, or not stamped on board HMS Fearless. Steps are being taken to see this does not happen again.

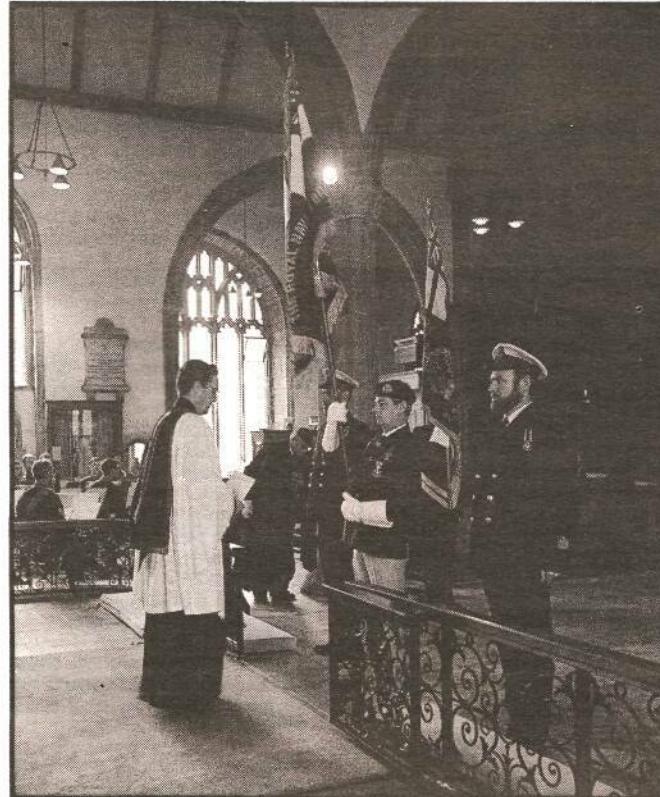
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Plymouth dedicated their standard at a service in the Church of St Andrews attended by Flag Officer Plymouth, Vice-Admiral Sir Alan Grose, the Lord Mayor and senior officers of the Royal Navy, Royal Marines and the Royal Air Force, including Rear-Admiral James Carine and Capt. N. I. Kettlewell.

The service was conducted by the Rev. Nigel Johnson, the branch chaplain, and the salute was taken on Plymouth Hoe by Vice-Admiral Sir Alan Grose, accompanied by the Lord Mayor.

The ceremonies over, 500 guests were welcomed to a buffet lunch at the Royal Fleet Club, Devonport, by the branch president, Commodore Michael Bracelin.

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AN impressive sight in the Church of St Andrews, as the new standard of Plymouth branch is received at the altar by the Rev. Nigel Johnson, prior to the dedication service.

The standard is carried by Shipmate Jim Patterson whose escort are CPO G. Thompson (left) and WO S. Abba.

The standard was presented by Shipmate Bob Wall, the branch chairman.

It was a "red letter" day for shipmates of Grantham when their branch standard was dedicated at St Wulfram's Church, at a service conducted by the Rev. Colin Craven, who is a member of the branch. Following the service 24 standards were paraded to music by the Moulton Brass Band of Northampton. The salute was taken by the President of the association, Admiral Sir Desmond Cassidi.

□ □ □

A trophy in memory of the late Sir Richard Wheeler, former president of Devizes, was presented by the branch to Chippenham Sea Cadet Unit and will be awarded annually for seamanship. Designed and made by Shipmate Peter Smith it consists of a ship's wheel and binnacle incorporating metal from one of HM submarines

and wood from HMS Victory. The trophy was presented for the first time by the new president of Devizes, Lady Wheeler, to Junior Seaman Ben Thomas.

□ □ □

A party of 37 shipmates from Swindon, along with their wives, enjoyed a visit to Pembroke House where they found the amenities provided for the residents excellent. They send thanks to Mr. Eric Lavender, the administrator of Pembroke House, and to Matron and staff for the welcome and hospitality extended. The visitors rounded off the day's outing with a visit to Chatham Historic Dockyard.

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The "outside events" team of Peterborough and District have

done well financially at local fetes. At the branch meeting Shipmate Gordon Roberts was installed as standard bearer and a model of a Tribal class destroyer was presented to Shipmate Joyce Brown, in memory of her late husband, Shipmate Fred Brown.

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On a sunny June day, a party from the Royal Star and Garter Home enjoyed a day's outing courtesy of Reigate and branch president, Rear-Admiral B. C. Perowne. In Admiral Perowne's garden offering a splendid view over the Weald of Kent, residents of the Star and Garter enjoyed lunch followed by a strawberry and cream high tea.

The "eats", provided by the ladies committee, won a deserving tribute from one of the oldest members of the party, Horace Hann, a survivor of the Somme, who proposed a toast in their honour.

Over the past six years firm ties have been established between shipmates of Dartford and their German "oppos" from Hanau, who visit each other and this year it was Dartford's turn to host a party of 17 from Hanau, who had a memorable time.

During their stay they enjoyed a coach trip to London where they visited St Catherine's Dock and were taken on a tour of T.S. Royalist.

□ □ □

Outings were much on the mind too, of shipmates of Bridlington, who enjoyed an evening at the Black Horse Inn, at Atwick, near Hornsea, hosted by Shipmate Arthur Norman, the owner of the pub, and his wife. There were many takers also for a Royal Marines concert, at Bridlington, in aid of the King George's Fund for Sailors. The branch extend a warm welcome to visitors wishing to attend the branch monthly social, held at 2000hrs on the first Thursday at the Royal British Legion Club, close to the Harbour Top.

□ □ □

Members of Ferndown celebrated the election of Shipmate Mick Arnold to the office of

Mayor of Ferndown by piping him aboard. The branch has now strong nautical ties for in addition to the mayor, the following three shipmates also serve on the council — Len Hawker, Harry Solomon and Barry Taylor.

□ □ □

Caerphilly branch, formed only a year ago now boasts 95 members and plans are under way to dedicate their standard next year. Meantime, members enjoy a good social round and are looking forward to an "Up Spirits", with music by Shep Wooley, on November 27.

□ □ □

The gratitude of the ex-ship's company of HMS Croome, is extended to shipmates of Bromsgrove for the support so generously given in organising their reunion, held in Bromsgrove, the ship's wartime adopted town.

## Women's right to badge

IF a female member of a branch is capable of being the "Jack Dusty", would you deny her the right to sport an RNA badge on her blazer?

This right was recently challenged when a member of Chingford and Waltham Forest, who sported the RNA badge, was taken to task by a member of a neighbouring branch.

The lady, the first and only "Jack Dusty" of Chingford and Waltham Forest, was upset, as were her supporters — the more so, as her late husband, a founder member of their branch, had given over 13 years' loyal service.

But they were most upset when they were told by the shipmate challenging the lady that his branch excluded all ladies from attending the monthly branch meeting.

Happily few RNA branches engage in such discrimination — in fact, the ladies make such a contribution in many branches, they are readily elected to serve as officers, even in the chair.

## FEDERATION ESTABLISHED

LAST year 30 naval associations met to discuss the future of Service associations and at this meeting it was agreed to form a Federation of Naval Associations.

The Federation would be open to all Naval and Royal Marines Associations on the register of CINCNAVHOME's Consultative list of Naval Associations (any Naval Association who would want to join the Federation and are not on CinC's list would have to be registered by CINCNAVHOME before they can join the Federation).

A further meeting of the Federation took place in March this year at which almost 50 associations attended.

A set of proposed rules were considered, amended and approved and a national committee was elected (a member of CINCNAVHOME's staff will also be a member of the Committee).

It has been agreed that a deadline of the end of September 1991 would be set for associations to apply for membership, after which date a membership register would be established.

It was also agreed that the aims of the Federation would be as follows: to give each member mutual support in social and ceremonial activities; to assist member associations who are having membership difficulties due to declining numbers; to assist each other with welfare and pension problems; to assist dependants and their families; to assist members who have meeting place difficulties.

All members will have equal status regardless of their membership.

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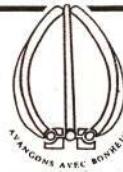
The Principal

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**Making the right choice**

SERVICE parents often ask how they might choose the right boarding school for their child. What are some of the guidelines?

First try to ask yourself objectively what your son or daughter is really like? What are his or her interests and enthusiasms?

Some children may be happiest in a school where the majority are children of high academic ability. Such children need the stimulation of many other able children creating an atmosphere of healthy competition and challenge.

Some able children, however, may not flourish in such surroundings. They may be best in a smaller school with a spread of abilities. They may feel more comfortable without undue competition.

A child with learning difficulties may need a small school where specialist staff may be able to give care and attention to individual needs.

There are some highly intelligent children who have learning difficulties. They may need a school which possesses a staff sympathetic to their needs within an otherwise normal school.

Parents often ask how to assess the academic standard of a school. Some schools willingly provide lists of examination results. These can be confusing. Some schools may be entering all candidates for examinations. Some may discourage entries from children who might be likely to fail.

Perhaps a better way to judge a school is to ask for a list of where all the sixth form, or senior form leavers, have gone in recent years. At 18 you would be able to see how many had gone to more demanding universities. How many had read Science, Mathematics and Languages, if these are amongst your children's interests.

The fact that several children had to repeat exams or had gone direct into employment should not be seen as a criticism. It is normal. Parents will want, however, to know children have gone from that school to a course for which they hope their child might be fitted.

**Service bursaries**

Look carefully at where the school is placed. It would be unwise to send a child who liked the countryside into an inner city school. At the same time it would be unwise to do the opposite.

There are schools with high academic standards which offer opportunities for their pupils to ride horses. There are schools which are well known for their prowess in particular sports. It doesn't matter to most children that a school has not got an indoor swimming pool. If, however, your son or daughter is a candidate for a national swimming team then it becomes essential.

If your son or daughter has a particular interest in any of the arts look carefully at what the school offers and ask how many have gone on to pursue further education in Art, Drama or Music colleges.

In looking for a boarding school it is vital to visit and to try and meet some of the staff who have responsibility for children out of school hours. You will need to be reassured the supervision meets the standards you would expect for your own children. If a school has no lessons on a Saturday you will need to be reassured about the activities that are offered.

Although Service parents have the advantage of a boarding school allowance finding fees is never easy. Some schools offer a number of Service bursaries. Never be afraid to ask.

If you need any further help or information telephone — Alan Quilter MA, Regional Director, The Independent Schools Information Service, South and West on 0749 86535. There is a friendly answer machine.

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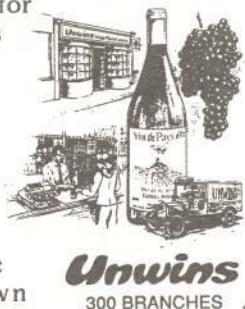
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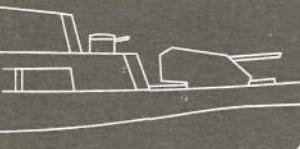
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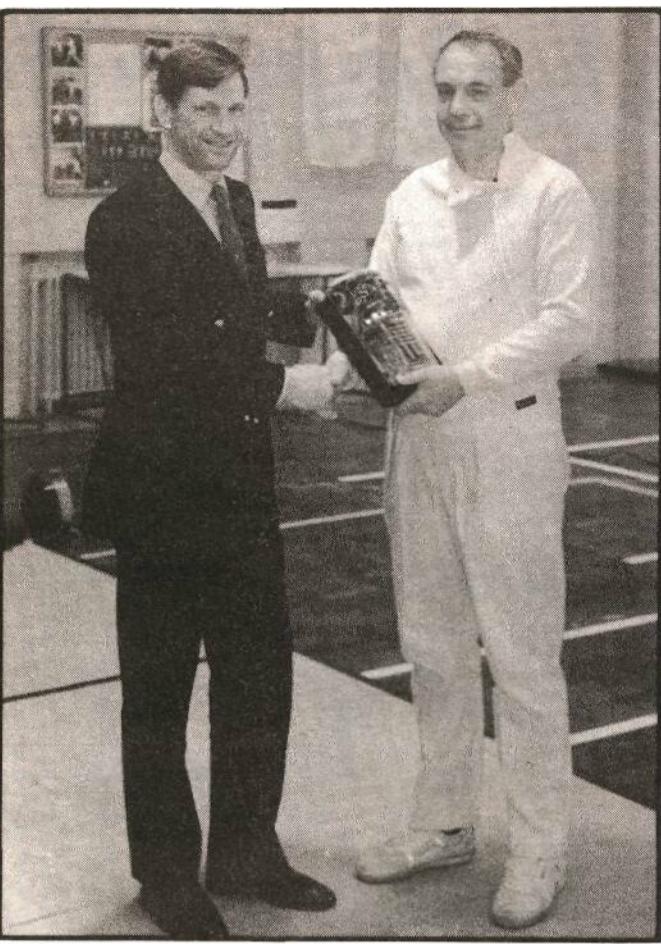
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## PISTE OFFERING

LIEUT.-CDR. David Foster (above right) has been made Honorary Vice-President of the Royal Navy Amateur Fencing Association, a very rare honour, and presented with a decanter by the President, Vice-Admiral Sir Robert Hill in recognition of over 30 years' service to Navy fencing. Over this period he has fenced at all levels from unit to Navy and has acted as team captain, coach and team manager.

An excellent sportsman, especially in adversity, David truly came into his own after the withdrawal of the professional Navy coach in the mid-1970s.

Realising the gap that this would leave, he took over the role himself, encouraging and inspiring beginners, coaching at all levels, and organising, judging and presiding over competitions.

He was especially to the fore on tours abroad, where he acted as an excellent ambassador for both the sport and the Service.

He has been Navy champion at both sabre and epee, and presented the RNAFA with the Foster Trophies, a magnificent mounted weapon for the Navy champion in each discipline. Still occasionally seen competing, David's enthusiasm for the sport is undiminished, and he remains an inspiration to all Navy fencers.

### Endurance triathlon

GOSPORT will play host to the Royal Navy Endurance Triathlon Championships on September 22. The event involves a 1.5k sea swim, 40k

bike and 10k run. Anyone interested in tackling this gruelling event may obtain further details from establishment PT offices.



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THE ROYAL NAVY OF OMAN

# TRIUMPHANT RETURN TO EARL'S COURT

THIS year was one of the most successful ever for the Royal Navy competing in the Inter-Services Individual Fencing Championships at the Royal Tournament.

By the end of the week there were 21 dark blue tabs on the results board; the three wins and five second places certainly making the other Services sit up and take notice of the Navy's return to Earl's Court.

The RN ladies in particular dominated the competition. CWREN Sue Bage fenced exceptionally well to win the epee and come second in the foil. Lieut. Maggie Myers achieved a long-cherished ambition in winning the foil.

Two other Navy ladies also reached the finals; CWREN Claire Rowing was fourth in the epee and Sub-Lieut. Sue Bullock came fifth in the foil.

Although not equalling the success of the ladies, the men also produced results not to be scoffed at. Most outstanding was a newcomer to the team, WEM Neil Stevenson who, after only a few months in the sport, came second in the under-20 foil and epee and fifth in the under-20 sabre. Only a hair's breadth separated him from the U20 Dismounted Champion at Arms title.

Members of the Clyde Submarine Base produced an excellent performance to win the 3-man inter-unit competition, and there were very creditable results for the Navy throughout the men's event, with WO Tony Siddall and Musn. Russ Perkin coming second and third respectively in the intermediate foil, and Lieut. Adrian Oliver and Cpl. Perce Percival being placed third and fourth in the intermediate sabre.

Results in brief: U20 foil: 2, WEM Stevenson. U20 epee: 2 Stevenson. U20 sabre: 5, Stevenson. Intermediate epee: 5, Cpl. Percival; 6, WO Siddall; 8, Sub.-Lieut. Al Richter. Intermediate foil: 2, Siddall; 3, Musn. Perkin; 8, Percival. Intermediate sabre: 3, Lieut. Oliver; 4, Percival. Senior epee: 5, Lieut.-Cdr. Graham Trewella; 8, CPO Tiny Heale. Senior sabre: 7, Capt. Chris Walker. Ladies epee: 1, CWREN Bage; 4, CWREN Rowing. Ladies foil: 1, Lieut. Myers; 2, Bage; 5, Sub.-Lieut. Bullock. Master swordsman: 3, Trewella. Inter-Unit 3-man team: 1, Clyde Submarine Base. Inter-Unit 6-man team: 2, RNEC Manadon.

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ROYAL NAVY

# Hobson's choice but denied his century

IN THE first match of the Inter-Services Cricket Championships the Royal Navy won the toss and asked the RAF to bat on a pitch which allowed some help to the bowlers, writes **Lieut.-Cdr. Jim Danks.**

The strong RAF batting line-up was kept in check by tight early bowling, particularly from WEA APP David Wynne who, in his first senior Inter-Service match, returned the fine figures of 1-31 from 11 overs.

In mid-innings Bob Learmonth kept the pressure on, taking 2-30 from his 11 overs, including the wicket of Combined Services player Adrian Jones.

Only when skipper Andy Spiller and Phillips were adding 50 for the sixth wicket did the RAF look in charge, and with Chris Slocombe taking two wickets in the final over, the RAF side totalled 185 for 7 at the end of their allotted overs. This had been an excellent performance by the Navy bowlers, backed up by some equally fine fielding.

The Navy made a steady start with Charles Hobson and Paul Barsby both quick to take the singles. By fine stroke play they reached 85 before Barsby was adjudged lbw sweeping at Spiller for 23. At tea the RN needed 100 from 30 overs.

Hobson, despite spending most of the cricket season in Norway, showed his class, finding gaps in the field and lofting the ball over the inner ring of fielders. Vintage stuff! But he was out when seemingly set to make a deserved 100, glancing Phillips for Thomas to take a diving catch behind the stumps.

Hobson made 91 out of a score of 146 for 2. Mark Coupland shared a stand of 61 with Hobson before he was out lbw for 23.

Skipper Robin Hollington and new cap Sub-Lieut. Alistair Falconer were determined not

to let slip Hobson's excellent start. Both reached 18 not out as the Navy cruised to a convincing seven-wicket victory with five-plus overs to spare.

Man of the Match Hobson was presented with a grouse-memento and a bottle of Grouse whisky by Group Capt. Jones, RAFCA Chairman. **RAF 185 for 7 (Slocombe 3-43), RN 186 for 3 (Hobson 91).**

The second day saw the Navy again winning the toss, this time asking the Army to bat. But the RN bowlers could not repeat their performance of the previous day. After skipper Cotterill retired hurt Greatorex and Palmer scored at four runs an over in a stand of 144 in 108 minutes before Palmer was out for 60. Greatorex fell lbw to Learmonth for 119. Slocombe again bowled well to take 4 for 36, but the experienced Nigel Scott made 17 vital runs from just six deliveries. The Army ended at 272 for 6.

## Partnership

After Barsby went for 4 and Coupland for 11, Hollington joined Hobson in what would prove to be a crucial partnership if the Navy were to win.

They increased the pace to the required 5 an over by fine batting and good running. Then Scott was brought into the attack and in the space of 10 balls took both wickets.

Hollington erred in his choice of stroke off Scott's first ball and was caught by Rudd running in from long-off, then Hobson skied a catch to square leg and was out for 35. Their 51 partnership took 39 minutes.

Five successive maiden overs increased the pressure on Falconer and Rob Giles, the latter dismissed for 0, leaving half the

side out for 96. Learmonth joined Falconer and in a spirited stand of 82 took the score to 178.

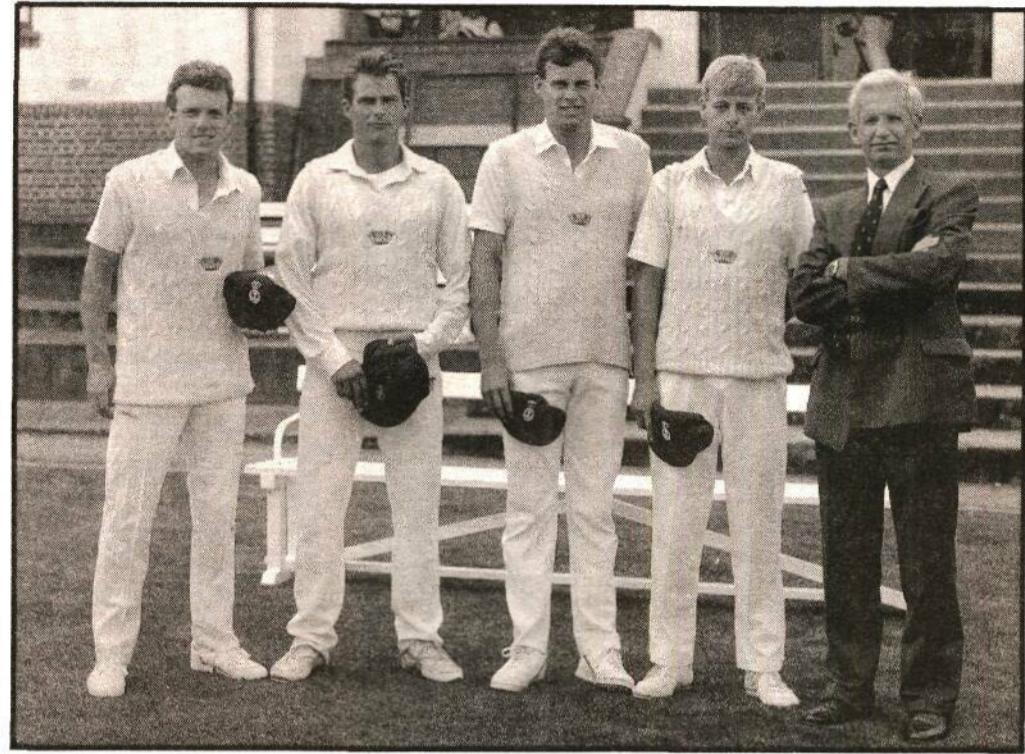
Falconer was caught for an excellent innings of 61 (in his first Inter-Services), the highlight of which was his magnificent drive for 6 over deep long-off. After Learmonth had made 24 the innings was ended when Wynne fell lbw for 8, leaving the final score at 219 and the Army winners by 53 runs. Greatorex was Man of the Match and presented with his trophy by Capt. Simon Newsom, Chairman of the RNCC. **Army 272 for 6, RN 219.**

In the deciding match, the RAF bowled well to dismiss the Army for 163. Rain forced play into a second day. The RAF always struggled to gain the upper hand as the Army pegged them back. But for dropping some crucial catches towards the end of the innings the Army could have won the match. **Army 163, RAF 164 for 9.**

With each side winning one match, the Championship was shared and the Army retained the trophy they won last season. The event was sponsored by the famous Grouse Whisky and Man of the Tournament was the Army's Lieut. R. J. Greatorex.

The RNCC is very grateful for sponsorship from Lamb's Navy Rum, which has enabled the club to engage the services of Mr Leslie Lenham, whose work with the team produced the excellent results in the Inter-Services and against the CCC.

The Navy team will be making their first representative tour overseas when they travel to Hong Kong in November to play matches against Service and civilian sides in the Colony



With a first-class performance to take the convincing victory over the RAF and despite losing to the Army, the Navy side gives good reason for optimism for next year. New caps were awarded to Sub-Lieut. Rob Giles (BRNC), Mne. Andy Hurry (40 Cdo), Sub-Lieut. Alistair Falconer (Culdrose) and WEA APP David Wynne (Collingwood), pictured with Capt. Simon Newsom, RNCC Chairman.

and on the Mainland.

Restrictions on space allow only the briefest record of other matches: HMS Sultan won the Navy Cup for the first time since 1973 by beating HMS Warrior. Eighteen years ago the victory came over HMS Centurion (skippered that day by your correspondent). **HMS Sultan 154 for 4 (M. Clayden 58\*), HMS Warrior 131 (D. Astley 5-13).**

United Services Plymouth won the Devon Evening Knockout Competition for the Corinthian Cup. Having beaten Stoke Gabriel in the semi-final by 45 runs, they met Bradninch in the final at Cullompton. **Bradninch 107 for 8, United Services Plymouth 108 for 5.**

Current Navy players took on their predecessors in the RNCC v A. J. Izzard's XI match. **A. J. Izzard's XI 136 (R. Hollington 4-34), RNCC 132 for 9 (A. Taylor 4-44). Match drawn.**

Quidnuncs won by two wickets when they came to Portsmouth. **RN 198 (R. Walker 114; N. McGarry 5-51), Quidnuncs 199 for 8 (A. Izzard 51\*).**

MCC Young Cricketers enjoyed a six-wicket win over the Navy, again at Portsmouth. **RN 173, MCCYC 175 for 4 (Braithwaite 4-34).**

British Police won by 155 runs when the RN travelled to play them at Imber Court. Giles (35) and Quinlan (32) refused to go quietly. **British Police 297 for 5, RN 142 for 7.**

Least said the better perhaps about Essex II v RN. The county second team won by 10 wickets. **RN 141 (Giles 40\*), Essex II 142 for 0.**

Skipper Robin Hollington's 102 in 2½ hours from 123 deliveries took some of the sting

out of the Navy's defeat by Devon at Budleigh Salterton. **RN 199 for 8 (Hollington 102), Devon 202 for 5.**

Rain prevented a prompt start to the Navy innings in their match against Club Cricket Conference and their target was reduced to 128 from 35 overs. Hobson and Falconer laid the foundation for an exciting win with a stand of 83. With 2 sixes and 7 fours Falconer completed one of the finest innings seen at Burnaby Road in recent seasons, making 74 not out off 95 deliveries. **CCC 200 for 9 (Target reduced to 128 due to rain), RN 131 for 3. Royal Navy won by seven wickets.**

But it was a Southern League Representative XI which had a 9-wicket win in a match three days later. **RN 105 (Giles 43), Southern League XI 107 for 1.**

# AROUND WITH THE GOLFING FRATERNITY

**SOUTHWICK** Park Golf Club was the venue for the Royal Navy Divers' Golf Championships. Some members of the branch travelled long distances to attend and a number of the participants had only recently returned home from the Gulf.

Overall winner was PO(D) Mike Beale, who was presented with his trophy by Mrs Pauline Sandford, wife of Cdr. David Sandford, the Superintendent of Diving.

WO(D) John Dadd won the best all day gross score with a magnificent afternoon round of 72. Other major winners were WO(D) Mo Crang (Div. 1 winner) and Lieut.-Cdr. Keith Harvey (Div. 2 winner).

The day was an outstanding success. Next year's event will take place on August 3rd, again at Southwick Park.

Many companies associated with Navy diving sponsored the major prizes. Dräger supplied 150 golf balls! Thanks also to Avon, Interspiro, Fullerton Sherwood, NEI Thompson,

Solent Divers, Walnut Tree Glass, D. Williams the engraver, and E. C. Hopkins.

□ □ □

Two dozen teams of four competed for the HMS Collingwood/Doves Ford Invitation Golf Trophy, also at Southwick Park. Players were drawn from the three Services, neighbouring establishments and civilian organisations.

The event, which finished with an evening prizegiving and barbecue, had a limited handicap entry and was played over 36 holes of Medal and Stableford off the white tees.

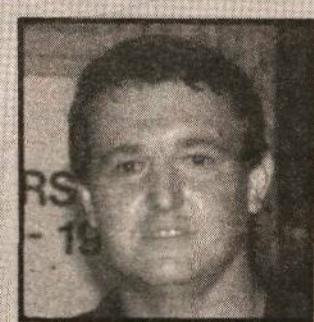
High winds on the day called for all the more skill on a course that was in excellent condition.

As well as Doves Ford,

other sponsors included Asstraseal, ARA Services, Courage Breweries and Godwins Financial Services. Overall individual winner was POWEM Andy Jones and the winning foursome were Collingwood's POWEMs Buck Rogers, Ticker Hart, Paul Havron and Mac McShannon.

WO Gerry Daly, winner of this year's Northwood Open Golf Tournament, received the Godwin Trophy from Mr Andrew Clotworthy of Godwin's, the sponsors.

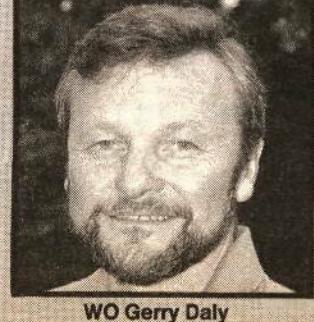
A member of Waterloo Golf Club for the past six years, Gerry is currently serving at HMS Warrior. The competition was held at Moor Park, Middlesex, and in addition to the trophy Gerry won a crystal rosebowl.



PO(D) Mike Beale



POWEM Andy Jones



WO Gerry Daly

## DUE TO PRESSURE ON SPACE SOME REPORTS HAVE BEEN HELD OVER UNTIL OCTOBER

## News in brief

HMS BELFAST has been chosen for the launch of a sponsorship deal by Admiral Sports (UK) Ltd for Royal Navy Rugby on September 12.

The firm is to provide playing strips for all RN rugby representative sides and there to thank the sponsors will be the Second Sea Lord, Admiral Sir Michael Livesey.

The occasion will also provide the opportunity for Capt. Tony Hallett, chairman of Royal Navy rugby, to outline fixtures for the season and the campaign to regain the Inter-Services Championship.

Intrepid yachtsmen from HMS Raleigh took part in the Services Offshore Regatta and despite sailing in the slowest yacht in the division managed, against the odds, to win Division 3.

It was the first time that a yacht from Raleigh had won this event. The victory can be attributed to the excellent captaincy of CPOMEA Bob Simms, the navigating of First Mate PO(SR) Tony Bidmead,

and the enthusiastic crewing of Lieut. Chris Hutchinson, LMEM Spud Murphy and S(O) Ian Creed.

The victory was all the more remarkable considering that the crew between them had only sailed in two races. Rest assured that the trophy will be defended every bit as vigorously as it was won!

Eight members of the WRNS netball squad travelled to Gibraltar for their summer tour, sponsored by Financial Profiles of Farnham.

The team played three matches to reach the final and then beat PSA 18-9. This was an excellent result as PSA is the team to beat on the Rock.

At the end of the tournament a trophy and individual plaques were presented to the team, which comprised POWEMs Alison Gent, Sara Glanville, Pauline Last (capt.), Elaine Ropke and Julie Spinks, LWREN Sam Giblin and WRENS Gillian Esson and Tara Lemon. Ms Jill Sylvester was the coach.

## Basketball programme

WITH the new basketball season about to commence a varied programme of events has been scheduled in the run up to the Inter-Service Championships, which will be held in HMS Nelson on April 4/5 1992.

The programme begins with a players selection/coaching weekend in Plymouth (September 20/22), during which it is hoped to incorporate a match against a local side in the new China Fleet Club sports hall on the Saturday.

The Inter-Command Championships will take place at HMS Temeraire on November 16/17. A juniors tournament is being introduced this season to promote the sport at under 21 level and this will be held in HMS Collingwood over December 6-8.

A further player selection and coaching weekend has been planned for Plymouth (January 17/19) and a juniors weekend in HMS Osprey (February 29-March 1).

It is also hoped this year to capitalise on the gathering interest in the sport shown by the WRNS.

Anyone interested in participating in basketball, either as a player or official, should contact their establishment PT staff, Command sports office or the secretary, Lieut.-Cdr. Steve Fuller, on Portsmouth ext. 2647.

## Establishments pull together . . .



A COMBINED team from HMS Collingwood and HMS Sultan competed at the Inter-Services Tug-of-War Championships at Aldershot.

Despite the usual stiff opposition from the

Army teams, the Navy squad (pictured above with their coach, LPT Nick Carter (Collingwood)) gave a very creditable performance, particularly in the 560kg category, where they beat the RAF A and B teams to gain third place.

## JANE NURSES ROSEBOWL

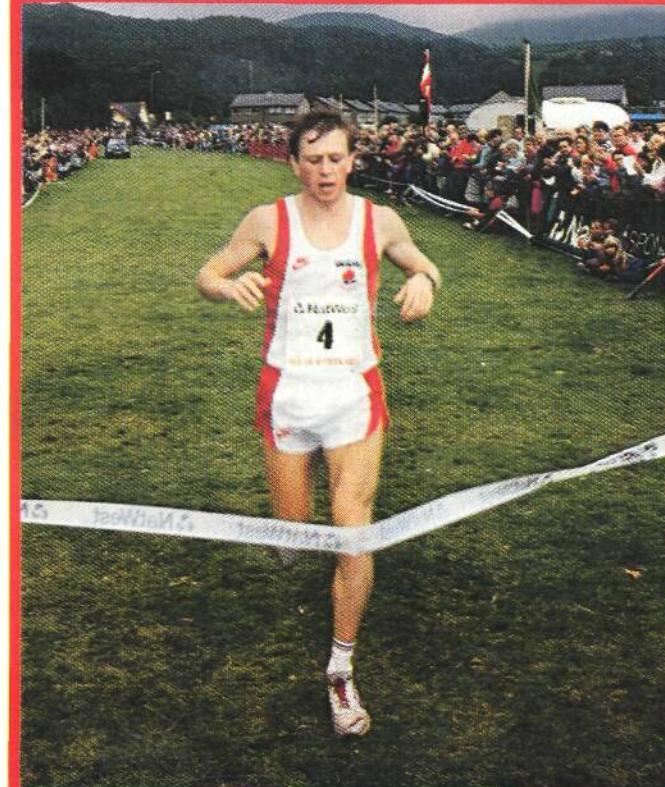


A BREEZY summer's afternoon saw SNO Jane Kirby beating off strong opposition from SNO Gail Cruise (RNH Stonehouse) to win the ladies singles event of the annual QARNNS Franklyn Rosebowl Tennis Tournament.

The competition was held at RNH Haslar and proved most successful, with players travelling from as far away as HMS Cochrane to take part. The atmosphere was electric as the top players battled it out in the strengthening breeze.

Miss Jane Titley, Matron-in-Chief QARNNS, presented the prizes to Jane Kirby (Haslar), ladies singles; CPORGN Alan Dobson (Haslar), mens singles champion; and PORGN Jan Jolly (Haslar) and LEN(G) Lise Lochrane (Haslar), ladies doubles champions.

Pictured are (back row from left): POPT Danny Boon, PORGN John Logan, CPORGN Alan Dobson, POPT Pete Loizou and PORGN Pete Ball. Front row: SNO Gail Cruise, SNO Claire Riley, SNO Jane Kirby, PORGN Jane Jolly and LEN(G) Lise Lochrane.



## PEAK OF FITNESS

MNE. Mark Croasdale (RM Arbroath) was the winner of the 16th NatWest International Snowdon Race in a time of 1.04.48.

More than 550 runners competed in the race from Llanberis to the summit of Snowdon (3,650 ft) and back. Over a distance of about 10 miles, the course included a mile of road running, the gentle slopes of Cwm Brwynog and the rugged, rocky climbs of Aill Moes and Clogwyn Coch.

Robin Bergstrand (England) was second in 1.06.15 and third was Peter Dymoke (Livingston ACC) in 1.06.19.

Lancastrian Mark still has some way to go to beat the record, which is held by Kenny Stuart of Keswick who covered the distance in 1.02.29 in 1985.

## RISING STARS HELP FILL IN THE GAPS

MIXED fortunes have been the lot of Royal Navy athletics this season, with promising individual results but less success in team events; Operation Haven and sports injuries preventing many star athletes from participating, writes CPOPT David Woolcott.

At the start of the season, a cold, wet night at Bedford generally put on the dampers. But a new find in the 1500m was Mne. Steve Forsyth (RM Eastney), whose talent in winning the event makes him a man to watch in future.

In the RN Championships, staged again this year at Brickfields, the Portsmouth mens team won with ease, beating Plymouth by 26 points. The ladies event was won by the Air/Scotland group, maintaining their winning ways.

Wren Tracy Page (Nelson), having just joined the Navy, won the javelin with a clear throw of 37.54m. She will be a valuable asset in next year's Inter-Service Championships.

SPT Kibor (Sultan) has been performing really well, with a ranking of around

35th in the United Kingdom in the triple jump event. He not only won the Navy title with a jump of 14.39m but went on to achieve over 15 metres in the Combined Services AAA v Southern Counties competition.

This year's most promising sprinter was AB Topsy Turner (Renown), who is proving hard to catch in the 400m event. Topsy won the RN championships two seconds clear of Mid. Ovens (BRNC) in a time of 52.1. Lieut. Andrew Quixley (Sultan) also set a new championship best performance in the javelin.

The Inter-Services event took place at Aldershot early in July. A large Navy team turned out and competed to a high standard despite the absence of many of the Service's best athletes.

Quixley returned to promising form, just being beaten into second place in the javelin with a throw of 59.46m. In the 1500m Lieut. Chris Robison (Seahawk) just missed out to an Army athlete in a time of 3min. 51.9sec. For the ladies, Wren Fincham (Daedalus) won a bronze medal in the 200m and a silver in the 100m.

The Navy sprint team won the 100m and 400m events with ease in the MOD Relays against the Civil Service. PO Rupert Williams (Renown), his shipmate AB Turner, CPO Eddie Over (Collingwood) and LAEA Day (Heron) ran.

After a gap of a few years the Navy Multi Events and Juniors Championships, including the 10,000m and 3,000m ladies, were held at Yeovil. MEM Oxley (Portsmouth) took five first places and helped his team to an easy win over NAC.

Mne. Elliott (3BAS) just beat AB Turner in the Multi Events (eight track and field events). A large field competed in the 10,000m event, which Sub-Lieut. Steve Gough (Heron) won in 31.53.16, ahead of RS Taff John (Mercury).

With just one fixture remaining in the Southern League it looks increasingly likely that the RNAC team will be relegated to Division 2. Again the problem has been depleted teams due to Operation Haven and long-term injuries.

The AGM of the RNAAA will be held at Burnaby Road on September 23 at 0900. Please try to attend.

IN ORDER to encourage road running within the Royal Navy, the general committee of the RN Amateur Athletic Association has decided to set up a new series of road-racing records.

These will be known as Best Performances and will help bring the Navy into line with the civilian road-racing fraternity, which has recognised best performances at a range of distances for many years now.

It is also hoped that recognition will serve as a reward for outstanding performances put up by Navy runners in the past and as an extra incentive for current and future athletes.

The job of collating these records is being undertaken by Cdr. Brian Davies (OICSCS, Gibraltar) and LCOOK Mick Garrod (HMS Edinburgh), who would be pleased to hear from any aspiring "record-breakers" whose performances approach or exceed the standards given for each event in the attached list.

● HMAS Sultan Open 10-Mile Road Race, incorporating the Royal Navy Road Race Championships, will take

Distance	Standard	Current Best
5 miles	24.30	23.21
10 miles	51.00	48.12
15 miles	1.24.00	1.18.17
30 km	1.35.00	1.32.54
20 miles	1.45.00	1.44.11
25 miles	2.25.00	2.25.56
Marathon	2.30.00	2.18.00
30 miles		2.54.49
35 miles		3.24.31
40 miles		3.54.53
45 miles		4.28.02
50 miles		5.01.01
London to Brighton		5.41.08

# Seafield Park units survive at Daedalus

NAVY tasks based at Seafield Park, near Lee-on-Solent, are to transfer into the nearby parent establishment of HMS Daedalus when the outstation closes this month.

Units involved include the school which teaches survival training — often to aircrew —

both at the establishment and on location, and the Naval Air Medical Board.

The Seafield Park sports field will, however, continue to be used, as will the married quarters.

As reported last month, HMS Daedalus itself is now scheduled for closure, with its tasks to be transferred elsewhere by the end of 1996.

Courses on the maintenance of safety equipment have formed a major role for Seafield Park, and early August saw the end of a long line of promotion courses with completion of the last Survival Equipment POs' qualifying course to be held there.

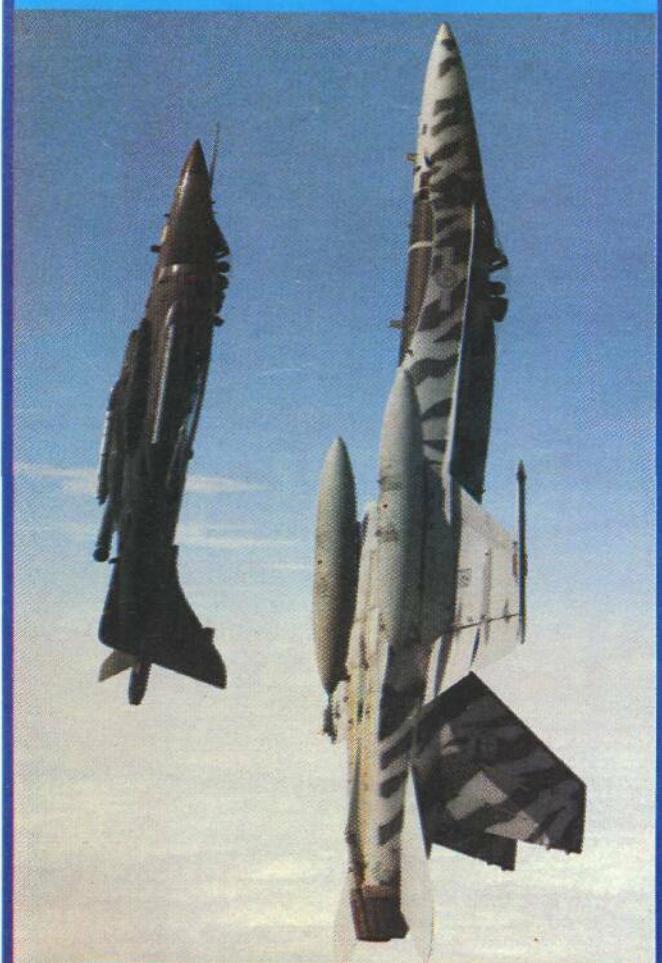
Class number 57 ended an unbroken sequence dating back to the mid-1950s when the Safety Equipment and Survival School moved from HMS Siskin at Grange airfield Gosport.

## Last date for RN exhibition

THE Royal Navy Equipment Exhibition, a large-scale biennial event held on Whale Island, takes place early this month — at Portsmouth for the last time.

For the future it moves to the Aldershot area to merge with the Army's exhibition, with the first event in its new format planned for September 1993.

## UPWARDLY MOBILE!



HERE'S A Heron — Hornet-Harrier soar-away shot.

Eight CF-18 Hornet aircraft of 439 Tiger Squadron, Royal Canadian Air Force, flew from their base in Germany to RN air station Yeovilton, where the hosts were the Royal Navy's 800 Squadron.

which operates the Sea Harrier FRS 1.

Main role of 439 Squadron is all-weather interception, with a secondary air-to-ground role. The object of the Yeovilton visit was to talk and exercise joint tactics and, as well as operating with — and against — 800 Squadron, the Canadians also exercised with 801 NAS and with RAF Tornados.

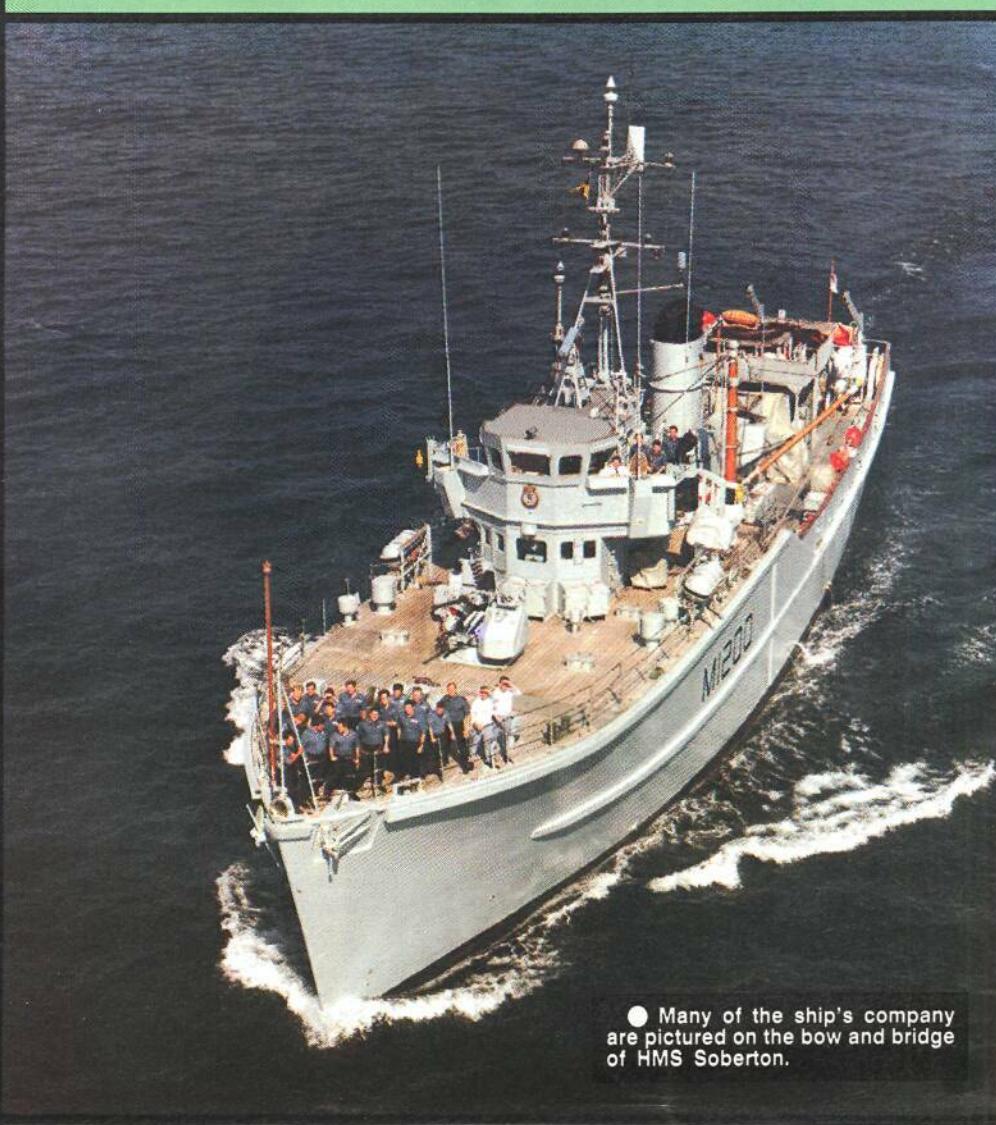
One of the Hornets, painted in tiger-stripe markings for an international air tattoo, here operates with a Sea Harrier over the Bristol Channel.

Picture: LA(Phot) Joe Mercer



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## Soberton works up to the end



Many of the ship's company are pictured on the bow and bridge of HMS Soberton.

AS THE Royal Navy's last "single-role mine-sweeper" Ton, nearing the end of her career after 34 years service in the Fishery Protection Squadron, HMS Soberton is still working hard — and with high degree of success.

The last example of an unmodified wooden Ton, she is due to pay off early next year.

Meanwhile, her recent jobs have included providing "first aid" assistance to several trawlers, one incident involving a fisherman being lifted off by RAF rescue helicopter. She also helped a trans-Atlantic yacht which had almost run out of fuel and was trying to reach Falmouth.

With the ship in her primary role of fisher protection, the boarding team of Lieut. Andy Mellows, a trained British Sea Fisheries officer, and RPO John Towey, have so far detained seven fishing vessels this year. In all cases there have been successful prosecutions after the vessels have been escorted to port.

## Job losses

● From page one

An officers' study group will be set up next spring to carry out a review of officer career structures with a view to shaping the officer corps towards the requirements of the next century.

Personnel who have already asked for premature voluntary release will not be considered for any programme of voluntary redundancy. The terms of any redundancy scheme have to be decided by the Government, but it is believed they would be similar to previous schemes.

## Housing policy to be reviewed

A "Task force" is being set up to review arrangements for the housing needs of Service personnel.

This follows an announcement in July by Defence Secretary Mr. Tom King, who said that, whereas new organisations in the voluntary sector had provided opportunities for co-ownership and part-ownership, these developments had not been available to Service personnel.

"We intend to make comparable changes in the housing opportunities for Servicemen and women and to bring Service housing policy up to date with developments in the community," Mr. King added.

Leading the "task force" will be Lord Arran, Armed Forces Under Secretary, whose team will include housing experts from the public and private sectors, and serving officers and officials from MOD and other government departments and agencies. They will provide Mr. King with a preliminary report by mid-September.

High on the list of priorities will be examination of steps which might be taken to help those leaving the Services who find themselves in severe housing need.

● Home ownership among married naval personnel is already much higher than in the other two Services.

## Fawn's farewell

THE coastal survey vessel HMS Fawn, which first joined the Fleet in 1968, returns to Devonport to decommission this month.

## ARCHERS ARROW IN ON THE ROCK



PUTTING to sea for trials off the Rock are the Gibraltar Squadron's Archer class patrol craft, HMS Ranger and Trumpeter, which now have a new headquarters building and jetty on Coaling Island.

This was officially opened by the Chief

Minister of Gibraltar, the Hon. Joe Bossano.

The two Archers have replaced the Spitfire class patrol vessels HMS Hart and Cormorant, which began life with the RAF. Commanding the squadron since earlier this year has been Lieut-Cdr. Gordon Paterson.